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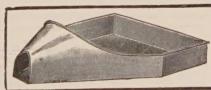




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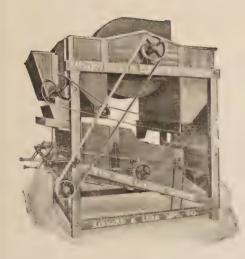
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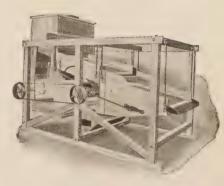
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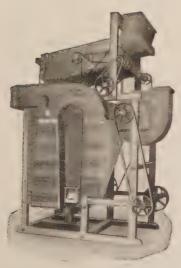
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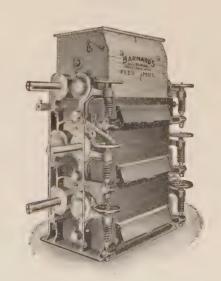
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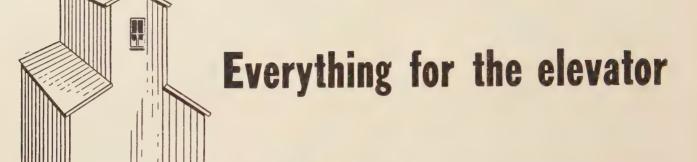
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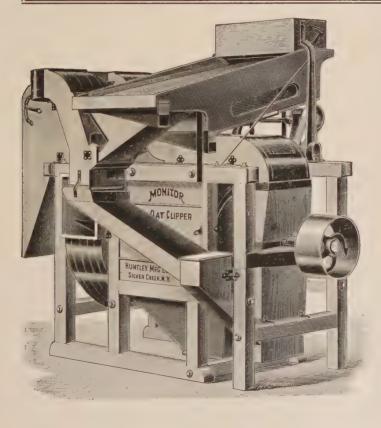


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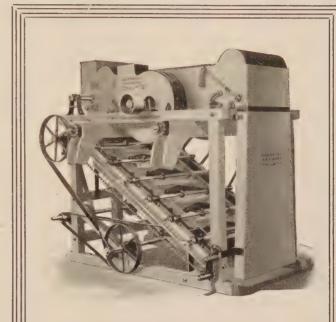
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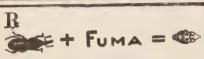
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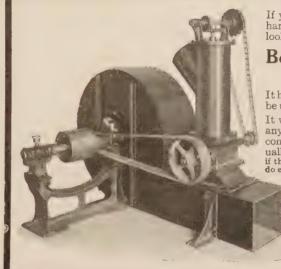
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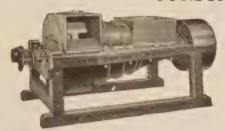
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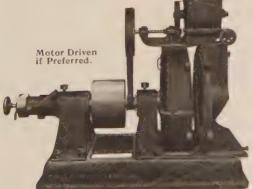
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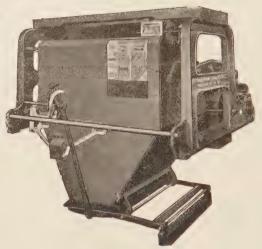
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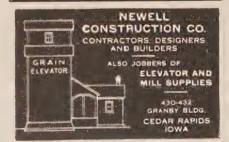
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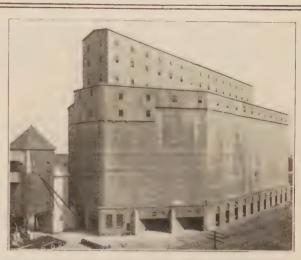
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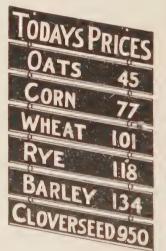
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POST YOUR PRICES



and stick to them. The farmer likes to know he is getting a square deal.

An attractive, conven-ient Bulletin for posting the prices you are bidding for grain, seeds and hay, will save you money.

will save you money.

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Form 1 is made of heavy
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how to top so as to are hung to top so as to provide room to post prices bid for different commodities.

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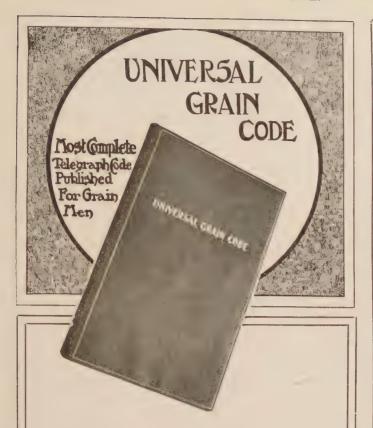
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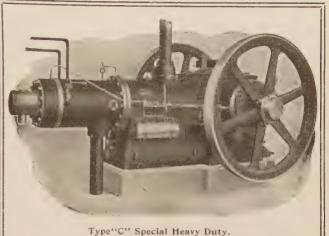
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It will do more. It will prevent costly errors, keep your business messages secret and save you time in the selection and translation of your messages.

The 13,745 terms and phrases in this little book were compiled only after a long and thoro study of present day methods and practices, and no two code words are near enough alike to give rise to confusion in their translation. All are conveniently arranged for quick reference. The layout is so simple it could not be improved upon. Every dealer praises it. It is printed on bond paper and bound in black flexible leather at \$3.00 the copy.

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SPECIAL HEAVY DUTY MUNCIE OIL ENGINES

have water cooled journals, self starters, mechanical oiler. In simplicity and symmetrical outlines they have no equal. Carburetors, electric ignitors and valve gears left out. Starts and operates on crude or fuel oil. As steady as steam and dependable as the Sun.

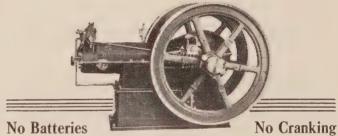
You are paying for a MUNCIE every time you purchase fuel, so why not have one? $\,$ 10 to 200 H. P.

Write for catalog; it tells all about them.

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No Delays From Breakdowns

THE TROUBLES ALL LEFT OUT

To you men who have bought to regret, we suggest a careful investigation of the Lauson Gasoline or Kerosene Engine, because it is one you can depend on to do continuous hard work all the time. It will start right in the morning and stop right at night. The "why" of it all is explained in our illustrated catalog, which is yours for the asking.

Built in all sizes from 2 to 100 H. P.

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Form 380 Record of Wagon Loads Bought PRICE, \$3.00 GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

WISCONSIN elvtr. for sale. 20,000 b cap. E. Hauterbrook, Green Bay, Wis. 20,000 bu.

KANSAS-2 elvtrs. \$7,000. portunity for someone. Write Be 4. Grain Dealers Journal, Chicago.

RIVERSIDE Elevator and Warehouses, Memphis, Tenn., between the Frisco and I. C. tracks; near business center and all freight depots; capacity 300 cars. Webb & Maury, Memphis, Tenn.

KANSAS—25,000-bu. elevator in Marshall County for sale. For information address John McClune, Summerfield, Kan.

SOUTHERN MINNESOTA grain elevator for sale. Doing good business. Reason for selling. Address James, Box 1, Grain Dealers Journal, Chicago, Ill.

CENTRAL INDIANA elevator with good COAL & FEED trade as well as GRAIN located in good grain country on three railroads; private grounds & switch; will sell cheap if taken at once. Write Bargain, Box 4, Grain Dealers Journal, Chicago.

INDIANA—Elevator for sale at Country station. Good grain and hay country and large amount of business. Nearest Elevators six and seven miles. Good opening for handling coal, drain tile and lumber. Write P. O. Box 30, Lowell, Ind.

MONTANA-The best elevator proposition in the state of Montana for sale. New, 20,000 bu. cribbed house, modern in every way. Feed Mill in connection. Price \$5,500.00. Address Rain, Box 9, Grain Dearers Journal, Chicago, Ill.

CENTRAL OHIO elevator for sale or exchange, 17,000-bu. cap., 1½ acres land. Handles coal, cement, feed, posts. No opposition, snap for good man. Price \$4,500. Don't answer unless you mean business. Address Town, Box 6, Grain Dealers Journal, Chicago, Ills.

CENTRAL INDIANA—New Modern elevator with good flour, feed and coal trade as well as grain, electric power and lights, fine grain country, good crops, on two railroads, private ground and switch, will sell cheap if taken soon. Address Lee, Box 12, Grain Dealers Journal, Chicago, Ill.

CENTRAL IOWA—New modern elevator; 22,000 bu. cap., electric power, sheller, cleaner, Howe wagon scales, and track scales. In fine grain country, good town to live in; no trades considered. Don't answer unless you mean business. Write Tile Box 4, Grain Dealers Journal, Chicago, Ill.

ILLINOIS elevator 35,000 bu. cap. within 50 miles of Chicago in small town doing in 50 miles of Chicago in small town doing fine grain and coal business for sale, or will exchange for an elevator tributary to Champaign, Ill. This is a good proposition as the plant is in splendid repairs and conditions right. Address James M. Maguire, Campus, Ill.

BLACKWELL, OKLA., elevator for sale. 25,000 bu. capacity, equipped with corn sheller and cleaner; wheat cleaner and clipper; 200 bu. hopper scales; three stands of elevators; gas engine. Located in the best farming section of Okla., with 60% of a bumper wheat crop yet in farmer's hands. Will sell at a bargain, as it is located too far from us. Address J. M. Moberly & Sons, Gays Ill.

ELEVATORS FOR SALE.

OKLAHOMA—20,000 bus. cap. elevator in grain center for sale; also 700 ton hay barn. Address Newcomer, Adair, Okla.

INDIANA—10,000 bu. elevator and 50 bbl, mill for sale. Also coal yard, Ill health reason for selling. Neill and Val Valer, Jonesboro. Indiana.

OHIO-25 Mi. from Columbus. One grain elevator, feed room and coal yards. Centrally located in a good dairy community. No competition. G. H. Wilson, Condit, O.

ILLINOIS elevator for sale, 25,000 bu. capacity, cribbed house, Handles 150,000 bu. annually. No competition. Price \$6,500. Write Ridge, Box 4, Grain Dealers Journal.

ILLINOIS—Grain and Coal business; modern elevator, handles 200,000 bu. grain; sell 1,500 tons coal annually. A good business and a good town to live in. Address S. P., Box 11, Grain Dealers Journal, Chicago, Ill.

NORTHEASTERN MISSOURI — New modern ironclad 8,000. Elevator office and scales. Just finished. Big territory. Soft wheat district. No opposition. Splendid location for general store and lumber yard. Snap for good man. Address H. H., Box 4, Grain Dealers Journal, Chicago III.

OHIO—Elevator for sale; modern up-to-date. Best grain and seed territory. 15,000 bu., capacity. Good business. Attractive price for quick sale. Address O. K., Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATOR IN CENTRAL INDIANA with 2 acres of land and residence, for sale. Has metal sides and roof, cribbed bins, sheller and cleaner, feed grinder, motor power. In good grain belt; handle a number of side lines. Easy terms. A bargain if taken soon. Address Indiana, Box 2, Grain Dealers Journal, Chicago, Ill.

NEBRASKA elevator for sale or trade. NEBRASKA elevator for sale or trade. Located in Pawnee County; in good business town of nearly 1000; is the "LEAD-ING" elevator; 2 blks of Public Square; 1 other elvtr. about 1 mile of business part; junction town; 2 saloons; no others for many miles. Pleasant competition. Trade for land, assume or carry back. X. Z. Lock Box 51, Humboldt, Neb.

NEBRASKA elevator for sale; 40,000 bu. cap.; stone and cement foundation. 10 H. P. Lauson gasoline engine. Barnhard-Lea's separator, Richardson automatic scale and Howe wagon scale; 3 acres ground. Machy. in first class condition. On main line Union Pacific R. R. Heart of Nebraska's wheat belt. Have other business matters to attend to. Write F. A. Kimbrough. Shelton, Neb., for particulars Kimbrough, Shelton, Neb., for particulars.

DYNAMOS—MOTORS

MOTORS FOR SALE.

MOTORS FOR SALE.

75 H.P. General Electric A.C. 3 phase.
59 H.P. Westinghouse A.C. 3 phase.
25 H.P. Westinghouse A.C. 3 phase.
15 H.P. General Electric A.C. 3 phase.
10 H.P. General Electric A.C. 3 phase.
5 H.P. Kimble Electric A.C. 3 phase.
Send for prices. All motors guaranteed and sent on approval to responsible parties.
Northwestern Electric Company,
611-15 W. Adams St., Chicago, III.

WANTED to buy or lease several good elvtrs. in Central Kansas or Northern Okla. H. C. Vesper, Deer Creek, Okla.

ELEVATORS WANTED.

IMPROVED 160 acres in Hand Co. So. Dakota for sale or trade for elevator a house and lot or smaller farm; for price and particulars write E. J. Matteson, St.

WILL EXCHANGE six quarter sections land valued at \$15.00 per acre in Hamilton County, Kansas, 15 miles north of Syracuse. Also 320 acres Red River Valley land near Dominion City, Manitoba. This is just 15 miles over the line. Want good grain, coal or lumber business. No objection to other side lines. Write Swan. Box 4, Grain Dealers Journal, Chicago.

WILL TRADE good dividend paying stock for country elevators or improved farm lands. An opportunity that is not presented every day. Give full particulars with price and description of property in first letter. Do not answer unless you mean business. Address O. E. P., Box 4, Grain Dealers Journal, Chicago.

TO TRADE a good 160-acre stock farm near Spokane, Wash. Good new buildings, fine spring water near house, about 90 acres cultivated, balance will make good pasture, running water over part, 4½ miles from town. Will trade \$7,400 equity for elevator property or other property of equal value. Address Box 406, Velva, N. D.

NORTH DAKOTA improved farm 351 acres. 295 under cultivation, 190 acres new fence and partitioned, dwelling 30x30, 2 stories and basement, steam heated, several small out buildings, large grove, good water, stable 40x52, granary 16x24, 1½ mi, to school: 1 mile to church. Cash or trade for elevators in N. Dak, or Montana. Write Reid, Box 4, Grain Dealers Journal, Chicago.

ELEVATOR BROKERS.

SELLERS list your elevators and buyers buy your elevators thru John A. Rice. Frankfort, Ind.—Reliable Broker 10 years.

IOWA BROKERAGE CO., Des Moines, Ia., has large list of elevators for sale. Prospective buyers in Iowa will be given full particulars, on request. Kansas elevators wanted. Communicate with us.

ELEVATORS for sale from \$3,000 to \$25,000. Let me know how much you wish to invest in a plant and I will try and satisfy you. Have a nice line to select from and good, honest propositions that are money makers. Address James M. Maguire, Campus. Ill.

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BUILDING MATERIAL.

BUYERS ATTENTION—We are having a mid-summer clearing sale of doors, windows, mantles etc. at less than half our regular prices. Odd lots of No. 1 and No. 2 lumber at decided bargains. Short 2x4" to 2x12" @ \$7.00 per M. ft. Doors in frames ready to set \$1.00 up. Hot water boilers, furnaces and radiators. Come quick and get the snaps. Ruel Lumber & Wrecking Co., 7337 Stony Island Ave., Chicago, Ill.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

The GRAIN DEALERS JOURNAL.

SITUATIONS WANTED

MANAGER wants position with grain elvtr. 10 yrs, experience. Write Ade. Box 4, Grain Dealers Journal, Chicago, Ill.

GRAIN BUYER OR MANAGER—5½ years experience, wants position. Write T. M., Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR or mill man wants position. 12 yrs. experience in buying grain and 3 yrs. in grinding flour. References Frank Malstan, New Paris, Ohio.

MANAGER WANTS position with elvtr. or coal yard, 3 years' experience. Address Com., Box 12, Grain Dealers Journal, Chi-

MANAGER with 12 years' experience who thoroughly understands the business, open for position. Write Baker, Box 3, Grain Dealers Journal, Chicago, Ill.

GRAIN BUYER—Wants position; now employed but will change Jan. 1st. References. Desire place in Ia., Minn. or Daks. J. R. Clough, Carlyle, S. Dak.

POSITION with terminal elevator company wanted, by man of experience in country and terminal elevators. Age 34. Address H. E. G. Box 3, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED by married man; speaks German and English; can run steam or gasoline engine; good judge of grain. A No. 1 references. Address John. Box 4. Grain Dealers Journal, Chicago, Ill.

CONSTRUCTION ENGINEER - Experienced. With leading grain elvtr. designers and contrs. References. Reasonable salary. Write C. L. D., Box 4, Grain Dealers Journal, Chicago, Ill.

MANAGER wants position of Farmers Elevator. Experienced in handling grain. Employed now. Ref. and bond. Want change of location. Write T. C. C., Box 2, Grain Dealers Journal, Chicago, Ill.

TRAVELING SOLICITOR wants position with good corn firm. 10 years experience in grain or feeds. Well known in Wisconsin, Michigan, Ohio and Iowa. Best of references. Frank Flower, 570 Trowbridge Ave., Milwaukee, Wis.

MANAGER wants position with elvtr. Both city and country experience in buying and selling. Good habits and employed now as mgr. of a farmers elvtr. Desire change in location. Bond and references. Write L. L. J., Box 4, Grain Dealers Journal, Chicago, Ill.

with some good Com. Firm out of Chicago, Milwaukee, Kansas City or St. Louis. 3 yrs. experience. Good references. Have worked in Iowa, S. Dak. and Minn. Address Help, Box 1, Grain Dealers Journal, Chicago, Ill. TRAVELING SOLICITOR wants position

WANTED position as Manager of Farmers Elvtr. Co. have had 12 years of practical experience in buying and selling grain; have sold lumber for 4 years in connection with grain. Can furnish best of references. Can talk German. Married. Write Fish Box 3 Grain Dealers Journal, Chicago. III Chicago, Ill.

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experiences, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. White today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal. Chicago, Ill.

SITUATIONS WANTED.

MANAGER wants position in elvtr. ABC, Box 4, Grain Dealers Journal, Chi-

WANTED POSITION as Manager of Elevator and lumber yard, Farmers Plant in South West Neb. or North West Kans, preferred. Can take charge on short notice. What have you to offer? Write Lumber, the charge of the property of t Box 4, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

TRAVELING SALESMEN TO SELL SEEDS. Position open now for two experienced seed salesmen who have been successful. State experience in full, former employer and any other information essential in determining the fitness of applicant. All correspondence strictly confidential. NORTHRUP, KING & CO., Seedsmen, Hennepin Ave. and First St., Minneapolis, Minn.

AGENTS WANTED.

AGENTS WANTED-Sanozone Chemical Co. Board of Trade Bldg., Kansas City, Mo.

ADDRESS WANTED.

WANT address of H. D. LeFevre, formerly of Nebraska City, Neb. Write W Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED to know the present address of Thos. Laughlin, formerly of Humphrey, Okla. Address Jones Box 3, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

PARTNERS WANTED.

PARTNER wanted in old established grain business. Excellent point in S. W. Minn. Good business but partner must move in and take personal charge of the business on salary basis; must have not less than \$2,500 cash to put in to ½ or ¼ of the business, as he may prefer. An excellent opening for a good, experienced grain buyer. Address Box 178, Worthington, Minn.

ENGINES FOR SALE.

FOR SALE CHEAP—Three Fairbanks Morse engines; 1 20 H.P. \$315, one 25 H.P. \$365, and one 32 H.P. at \$415. Other sizes and styles also. Badger Motor Co., Milwaukee. Wis.

25 H.P. Vertical Steam Engine, Buffalo Forge Company's make. Automatic Center Crank type, with two balance pulleys 39": 7". Bargain—\$75.00. Write The S. Howes Co., Inc., Silver Creek, N. Y.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.

25 H. P. Columbus. 25 H. P. Fairbanks-Morse.

25 H. P. Fairbanks-Morse. 22 H. P. Fairbanks-Morse. 15 H. P. Fairbanks-Morse. 12 H. P. Fairbanks-Morse. 4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

SCALES FOR SALE.

I AVERY Auto. Scale. Cap. 1000 bu. hourly. 1 No. 5 Sandwich Cylinder Ware-house sheller on skids. Used 3 yrs. Write house sheller on skids. Used 3 yrs. Write Rohlk & Goettsch, Donahue, Ia.

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FOR SALE—Coal business nicely cated in Northwestern Iowa, County seat town of 5,000 people. Address W. I Box 4. Grain Dealers Journal, Chicago.

MILLS FOR SALE.

FLOUR MILL equipped for the making of first grade flour and doing all kinds of grinding. A sacrifice, \$5,500. Old age reason for selling. Write Box 225, Continental, Ohio, for particulars.

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FOR SALE-No. 174 Eureka Separator. Splendid condition. Cap. 30 to 100 bu. per hr., depending on grain. Small floor space low power. Bargain. Address Till Box 3, Grain Dealers Journal, Chicago, Ill.

20 H.P., 2 cylinder stationary, vertical gasoline engine, \$215.00. 3 phase A. C. motor, 5 H.P. Westinghouse, \$49. 15 H.P. Fairbanks-Morse, \$110.00. Complete; guaranteed; also other motor bargains. Queen City Electric Co., 1716 W. Adams St., Chicago III

Can save and make money for you.

Entire line of remodeled guaranteed 2nd hand machinery must be sold within 30 days. Any size or make. Single and Double Head Attrition Feed Grinders and Corn Crackers. Single and Double 2 and 3 Pair High Roller Mills, Reels, Packers, Grain Cleaners, for all purposes. Boilers, Motors, Water Wheels, Burr Mills, Crushers. Shellers, etc. Can supply any thing ers, Shellers, etc. Can supply any thing new or 2nd hand for Flour or Feed Mill, Grain Elvtr., etc. Satisfaction guaranteed. Write for Prices at Once.

George J. Noth,

9 South Clinton St.,

Chicago, Ill.

FLOUR MILL, FEED MILL AND ELE-VATOR MACHINERY AND

VATOR MACHINERY AND SUPPLIES.

The largest stock of Overhauled and reconstructed Machinery in the World.

Roller Feed Mills: 9x18 and 9x24 Noye, 9x24 Northway, 9x24 Dawson, 9x18, 9x24 and 9x30 Allis, three pair high; 9x18 Wolf; 9x18 Hutchison; 9x30 Acme; 9x24 and 9x30 Allis, two pair high; two No. 2 Willford Three Roller Mills, and many others listed in our Bargain Book.

Write for one—Mailed on request.

Bowsher Combination Crushers and
Grinders: No. 4 (12 to 30 bu.), No. 8 (20 to
60 bu.), No. 9 (30 to 125 bu.), No. 10 (40
to 175 bu.).

Corn and Cob Crushers: All sizes and

Attrition Feed Grinding Mills: 18 inch Halstead; 18 inch Robinson; 20, 24 and 30 inch "Monarch"; 30 inch "American"; 16, 19 and 24 inch Foos; 24 inch "Unique." Two 18 inch American Special Single Disc

Single and Double Roller Mills: All Sizes and Makes

and Makes.

Separators, Oat Clippers, Scourers, Dust Collectors, and Everything for Flour Mills, Feed Mills and Elevators.

Elevator Belts with Buckets Attached, at Extremely Low Prices—in either Cotton, Rubber or Canvas.

Address Dept. Q for "Gump's Bargain" Book, giving complete list of all Machinery. Belting, Pulleys, Shaftings, Elevator Belting, Buckets, etc., with Net Prices. Mailed Free on Request.

We can save you money.

We can save you money. Est. 1872.

B. F. GUMP CO., 431-437 So. Clinton St.

Illinois.

SECOND-HAND BAGS AND BURLAP.

A LARGE assortment of Second Hand Bags. Twin City Bag Mfg. Co., St. Paul,

FOR SALE—4,000 second-hand cotton grain bags holding 2½ bu. wheat. Price 12½c f. o. b. St. Louis. Foell & Co., 123 Market St., St. Louis, Mo.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheeting, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid.
WM. ROSS & CO., 409 N. Peoria St., Chicago

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READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing information Buro, Grain Dealers Journal, Chicago, Ill.

SEEDS FOR SALE-WANTED

SEEDS WANTED.

LEWIS & CHAMBERS, Louisville, Ky., are buyers in season of Clover, Timothy,

WANTED Mammoth Clover Seed true to name. Mail samples. Quote lowest prices to Walter G. Trumpler, Tiffin, O.

WE WISH TO BUY Red, Alsyke and Bastard Clovers, Timothy, Cocksfoot, Meadow fescue. John Lytle & Sons, Ltd., Belfast,

WE ARE in need of New Crop Red and Mammoth Clover, Alsike, Alfalfa, Timothy, Orchard Grass, Blue Grass and Red Top. Peninsula Produce Exchange of Md., Poco-moke City, Md.

CLOVER SEEDS and clover tailings wanted. We make a specialty of Buckhorn lots. Mail fair average sample with lowest price. Address C. C. Norton's Sons, Green-

WE WANT to buy for seed purposes, Buckwheat, Japanese Millet, Spring Barley (beardless and bearded), Spring Rye, Spring Wheat, Speltz, Sorghum, Feterita, Field Peas, Seed Oats. Send samples. Quote prices. A. H. Hoffman, Landisville,

WE ARE IN THE MARKET for clover seed screenings now, and for the coming season. We will either contract for your entire output or buy your different lots by sample. It will be to your interest to confer with us before making any disposition of your screenings and low grade seeds. We will be glad to hear from you. J. M. King & Son, No. Vernon, Ind.

SCREENINGS WANTED.

WANTED — Corn. Oat and Wheat screenings. Colonial Cereal Co., Norfolk,

SEED CODE WANTED.

COPIES American Seed Trade Code
wanted. State condition and price. Address W. B. G., Box 2, Grain Dealers Journal, Chicago, Ill.

GRAIN WANTED.

WANTED-100 cars good dry Oats Straw and Packing Hay. Address C. T. HAMILTON, NEW CASTLE, PA.

WANTED heavy, bright Montana oats and Barley. Lewis Grain Co. Chamber of Commerce, Buffalo, N. Y.

HAY AND GRAIN WANTED
Wheat, Corn, Oats, Hay, Straw, Milling
Buckwheat, Bran, Middlings, Red Dog,
Fotatoes. C. T. HAMILTON, New Castle,

FEEDSTUFFS.

FEED COST LOWERED. Use Owl Brand Cotton Seed Meal. Animals need protein. Our booklet "Science of Feeding" free. F. W. Brode & Co., Memphis, Tenn.

HAY FOR SALE.

FOR SALE about one hundred cars of Millet Hay. If interested please wire. J. A. Baker, Lockney, Texas.

POP CORN FOR SALE.

FOR SALE—2 yr. old White Rice Shelled Pop Corn @ \$2.50 per cwt. Bags Free. Lacy Seed & Hay Co., Noblesville,

WE WANT EAR CORN

lire us your track price on ear corn or three white oats.

MERCANTILE FARM PRODUCTS CO., Hillsboro, III.

KINSEY BROS.

GRAIN, HAY and SEED MERCHANTS Field Seeds a Specialty NORTH MANCHESTER, INDIANA

Have 10,000 Bu. CHICKEN FEED WHEAT on hand Wire or Write for Samples and Prices

HUHN ELEVATOR COMPANY

Chamber of Commerce, MINNEAPOLIS, MINN.

Western Seed & Irrigation Co.

Seed Growers and Dealers

Specialties: Cucumber, Musk and Watermelon, Pumpkin, Squash, Sweet and Field Corn

Fremont.

BUYERS

Medium, Alsike, White, Alfalfa, Clover, Timothy, Grasses, etc.



Mail Samples. Ask for Prices.

Milwaukee Seed Co.

Milwaukee, Wis.

KAFFIR CORN MILO MAIZE GRAIN B. C. CHRISTOPHER & CO.

KANSAS CITY, MO.

Write us for prices

Medium and Mammoth Clover Seed

We buy directly from the grower. Seed guaranteed true to name. Is free from Buckhorn.

The HAYNES MILLING CO. PORTLAND **INDIANA**

ACCOUNT BOOKS for sale by GRAIN DEALERS JOURNAL, CHICAGO

SEEDS FOR SALE.

COW PEAS, all varieties for sale. P. L. Zimmermann Co., St. Louis, Mo.

ALFALFA SEED for sale. Write the Sevier Valley Merc. Co., Salina, Utah.

FOR SALE—Superfine tested Perennial and Italian Ryegrasses and Crested Dogstail. John Lytle & Sons, Ltd., Belfast, Ireland.

SQUARE DEAL SEED CORN—sold for us by 25 elevators and dealers in 1914. Originated in Neb., 1897. 10 days given to test. Monnich & Sons, Hooper, Neb.

SUDAN GRASS-Reliable Seed. sale quantities. Advise quantity you can use for immediate delivery. Can fill straight car orders uniform seed. C. Ullery, Lubbock, Texas.

RED (Rust Proof) SEED OATS-either bulk or in new sacks. Best stock in Kansas. Samples and prices upon request. Allin-Mead Grain Co., Coffeyville. Kan.

DO YOU want Feterita, Milo, Kaffir, Siberian Millet or Cane Seed? Wire or write us for prices on mixed or carload lots. We live where it grows. Sharp Bros., Amy, Kan.

RED RUST PROOF SEED OATS-Few cars Choice Heavy, S. E. Kansas Grown from Texas Red Seed. Wire or write for samples and quotations. Immediate shipments. Anderson Grain Co., Wichita,

SEED CORN for sale. About 1,000 bu. of high yielding strain of Yellow Dent Corn; picked early. Germination tests 95 to 100. First on bu. of seed at Ill. State Fair. Will sell all in one bulk or smaller amounts. Write for prices. A. H. Mountjoy & Sons,

SUDAN GRASS—The Wonderful New Hay Crop and the greaest Drought Resisiting Forage Crop known. Inquiries and orders for Pure Seed solicited from dealers. My seed has been inspected and pronounced FREE from Johnson Grass. Agents wanted everywhere. Write I. L. Hunt, Cashier, Citizens Nat'l Bank. Lubbock. Tex

A SEED DEPARTMENT

KELWAYS LANGPORT, ENGLAND grow and sell seeds of all kinds—but one quality only—THE BEST

olesale Growers for prices
Buy well ahead to secure
WRITE TODAY

HOME GROWN TIMOTHY SEED FOR SALE

PURITY 991%. GERMINATION 99% Price \$6.75 cwt. Samples on reque Samples C. E. ATHERTON & CO., Deep River, la.

L. Teweles Seed Co. Grass and Field Seeds

MILWAUKEE - - WISCONSIN

NUNGESSER-DICKINSON

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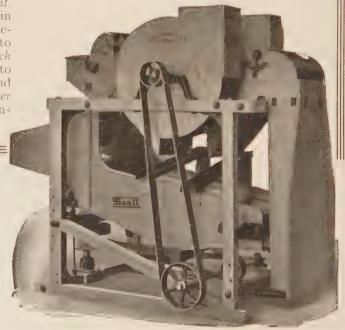
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The GRAN BALERS JOURNAL

GRAIN JOURNAL

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THE ADVERTISING

THE ADVERTISING value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain ele-vator machinery and supplies and of re-sponsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always wel-

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, FEBRUARY 25, 1915

A FARMER of Walla Walla, Wash., recently received a check for \$200,262.46 in payment for his wheat crop, all of which helps to explain how the greedy speculators have boosted the price on the consumer.

NOW THAT the government officials have the investigating fever, the wonder is they do not turn their attention to the Equity Co-Operative Exchange of St. Paul. So many contradictory statements have been given out it is somewhat doubtful if the officials really know the true condition of the Exchange's affairs.

FALSE BILLING of shipments is a very dangerous practice, and one no grain shipper can afford to indulge in. Judge Carpenter, in the U.S. District Court of Chicago, recently fined the Chicago Spring Butt Co. \$500 for falsely billing spring butts as iron butts, the iron butts being in a different class and taking a lower rate of freight.

SPOTTING CARS by switching crews will become a real luxury if the railroads in the C. F. A. territory succeed in enforcing their spotting tariffs, which impose a charge of 51/2c a hundred pounds for spotting cars. If the railroads keep on assessing charges against the carload freight producer who pays an extravagant price for the lease of railroad ground, they will soon force the loading of all freight thru the package freight depot.

THE SPRING wheat acreage will be the largest in the history of North America unless something happens soon to check the skyrocket tendencies of the

WHAT does it cost you to handle grain thru your elevator? Add the expense and losses of your business for a year and divide the sum by the total number of bushels handled. You will have what you must realize on each bushel before you can get anything for the profit account. Make your grain business a source of profit or drop it.

NORTH DAKOTA'S terminal elevator bill has been killed by a vote of 64 to 40. so the state will not appropriate any money to promote or assist the Loftus Equity Exchange of St. Paul. The people of the state have had this proposition under consideration for several years, but common sense has prevailed, and the politicians have lost out.

A KANSAS CORRESPONDENT in "Letters," this number, tells of a stirring experience with the Kansas Grain Inspection Department, which gave the same grain two different grades and a different test weight the same week. If the politicians ever expect the business men to wish for or to be willing to tolerate their services in the grading of grain they must at least grade uniformly.

THE PRESENT CONGRESS will expire next week, and it now looks as though none of the pending bills, in which grain dealers are interested, will be enacted into law. Public sentiment is so decidedly opposed to more agitation for legislation antagonistic to big business that it seems likely the President will hesitate to call a special session, so nothing can be done toward obtaining the desired legislation until next December.

AN EMBARGO on the exportation of wheat is being persistently demanded by some near-sighted eastern Congressmen, who overlook the fact that the country has a bountiful supply of wheat, some of which will go begging if Russia's big surplus is released. The idea of attempting to starve out the fighting Europeans is ridiculous. They have enough to live on until the new crop is harvested, but if they can buy plenty of wheat they will live better than they would otherwise.

THE CONSECUTIVELY numbered car seal, whether it be a seal of the shipper or a carrier, is the only one which can be used as an aid in detecting the opening of a car by unauthorized persons. Where the railroad company reseals a car bearing a station number, it gives no evidence of where or when the car was broken open. The sooner the consecutively numbered seal is used, to the exclusion of all others, the easier will it be to detect the unauthorized break-

SHIPPERS ARE CAUGHT so frequently by inadvertently accepting bids, specifying destination weights and grades, when the destination is unknown it would seem they would never sell without specifying the weights and grades governing. Grain shipped to small interior points, where apothecary scales are used for weighing the grain, and the buyer is the only inspector, cannot be weighed or graded to the satisfaction of the shipper. but he has himself to blame, if he accepts an indefinite bid.

LOADING AUTOMOBILE cars with bulk grain is attended with more danger of leakage than the regulation car, and hence such cars should be coopered with more care. Grain shippers should especially be careful in applying the grain doors. The doorway is so wide that the door can only be kept in place by reinforcing it, or bracing it with an upright piece from floor to roof about the middle of the doorway. This will help to hold the door in place and increase the chance of load reaching destination intact.

FORGED Bs/L enabled a blithe young man, sailing under the name of J. C Young, to defraud the Columbia Mlg. Co., of Portland, Ore., out of \$8,440 on six Bs/L last month. So many grain buyers are swindled by forged Bs/L, it seems time the railroad companies should refuse to give out blank order Bs/L, but afford such bills at least as much protection as is given to passenger tickets, which are numbered consecutively, and given out only when paid for and stamped with the station dating stamp.

THE U.S. Supreme Court rendered a decision this week which is sure to bring about a freer exchange of freight between railroads and to give shippers greater freedom in the routing of their commodities. Henceforth no railroad will have a monopoly of its own terminal facilities, but must accept and deliver carload shipments from other roads to points on its line. Such a free routing of freight will relieve shippers of railroad restrictions which have effected an unnecessary increase in the cost of much transportation.

IT HAS BEEN stated by crop improvement experts that the farmer loses \$4 on every ear of corn he plants which will not grow, and the grain dealer loses an opportunity to handle the 6 to 7 bushels of corn which would have been produced on the same ground had good seed been used. It is easy to see that both the farmer and the grain dealer lose heavily as the result of planting seed which will not germinate. If grain dealers would conduct seed corn tests in their offices, and thereby interest farmer patrons in this problem, they would help to increase the average yield per acre. It pays to determine whether the seed will grow before it is planted.

THE GOVERNMENT'S ship buying bill is dead, and the suspense due to the tear that the government might become involved with some of the European countries, as the result of its engaging in transportation is at an end. We have plenty of ships to care for our present commerce, if the unloading facilities at destination were comparable to the loading facilities at our ports. Outgoing ships have been delayed so long in foreign ports for unloading as to create a scarcity of cargo room, and more vessels would simply increase the congestion in the foreign ports.

SCOOPERS WHO jump from one station to another, shipping to different markets and to different firms, seldom make any money for themselves or anyone else, and as a rule do not handle grain to the satisfaction of the farmer or the railroad company, yet some receivers persist in encouraging this class of fly-by-nights to engage in the business and thereby help to destroy what little value the established elevator men have in their property. Surely the friends of the scoopers in the terminal markets cannot expect any patronage from elevator operators, as they are not entitled to it, any more than is the central market receiver who is not a member of the regular organized exchange entitled to receive shipments from country elevator men. The men who are regularly engaged in the grain business at country and terminal points-men who make the grain business their special calling and provide facilities for handling grain, are best equipped for the economical handling of the grain, hence are cntitled to the business.

KANSAS RAILROADS have advanced the annual rental for elevator sites on railroad rights of way to a figure which makes it much cheaper for elevator men to build their elevators on their own ground adjoining, in fact, some dealers have presented valuation figures based on sale prices of adjoining land which show that the railroads are in some instances demanding 20 to 25% interest on the value of the land occupied by the ele-Just so long as the grain dealers will submit to every gouging prompted by the greed of the carriers, the railroad offithe greed of the carriers, the railroad officials will continue to think of new means of trapping them. The railroads are determined to get in enough money to pay interest and dividends on the watered stock and bonds issued, and no doubt will be glad to take it all out of the grain shipper, if he will submit. If the Kansas grain dealers are alive to their own interests they will seek to secure the creat ests, they will seek to secure the enactment of a law which will require railroads to build a bulk grain handling depot at every station shipping 50 cars or more any one year, or in lieu of such depot, to extend their side tracks to the grain elevators of private parties standing on private ground adjoining railroad's property. Agitation for such a law would affect an reduction in the rentals to a figure which would be satisfactory to the grain dealer and profitable to the railroad company.

NOTWITHSTANDING the various agencies who have specialized in investigating the grain trade and the grain exchanges during the last year, New York State's Commissioner of Foods & Markets has addressed a long telegram to the President, blaming the speculators for the advances and denying the influence of the European War. It seems that some of these petty tyrants who get into office are willing to do anything to get into the public eye, and the more ridiculous their statements to business men familiar with the facts, the more willing is the general public to give credence to the charges. The persistence with which the average citizen and the politician ignore the results of many investigations of the grain trade and the grain exchanges, is exasperating. If their purpose was to learn the truth, it would be an easy matter for them to read the reports of former investiga-

INVESTIGATIONS as to the causes of the high price of wheat, conducted by the District Attorney of New York City and the Attorney General of the Federal Government, have not brot to light any evidence which has sustained their suspicions that the grain exchanges and the speculators were directly to blame, in fact the investigators have taken pains to admit they could find nothing which seemed to indicate that the high prices were due to speculators or a pool. The vacillations of the wheat market during recent months have been so rapid and extensive that no grain man with a knowledge of the causes of fluctuations would dare to keep a very large interest in the market. The grain business has been investigated from so many different angles during recent years, the politicians should soon begin to know something about it, and it is to be hoped that they will recognize the futility of attempting to regulate trade or prices. By so doing they would simply increase the cost of doing business and the cost of foodstuffs to the people.

IN IOWA the politicians are striving to legislate a scale testing graft upon the scale owners of the state, without rendering satisfactory service in return. The politicians are now working to get an appropriation thru the state legislature for auto trucks, to haul their test weights about the country, to assist them in testing scales twice a year, at \$5 per. Naturally the scale owners are up in arms, and the Co-Operative Elevators Ass'n at Mason City last week adopted resolutions against the graft. The elevator operators Iowa have indeed been fortunate in being able to secure the testing of their scales by a competent scale expert knows nothing about politics, and who is able to repair scales as well as test them for a nominal charge. Even tho the politicians are able to force their tests upon the scale owners semi-annually, grain elevator men who are anxious to learn as to the accuracy of their weights will continue to employ their favorite scale expert, because the services of the partisan patriots will be worthless. The more active the grain dealers are in filing their protests against the proposed legislation, the less chance will the politicians have of obtaining the coveted reward for party

BARLEY HAS advanced almost 25e a bushel since the first of the year, yet barley futures are dealt in on no exchange in this country. If some of the wild-eyed agitators can explain how option trading has boosted the price of barley, they should be given a new pair of lungs to keep up the good work. Public sentiment and public safety should join in demanding that blatant demagogues who prate much of any one subject should be required to read and study about that subject at least one hour for every hour they talk. With such a law in force the agitators would soon recognize the folly of opposing trading in grain for future delivery, which is known to work an economy in the marketing of grain that the woutside the business really understand.

THE GOVERNMENT seizures of oats on account of barley mixture have accomplished nothing in the interest of the consumer or the producer, except an interference with the regular trade, having the effect government intrusion always has, to make it a little more expensive to do business. Some of the oats are said to have been dried at Meech & Stoddard's elevator, Middletown, Conn., some were cleaned at Buffalo, N. Y., and some had nothing done to them, the government being satisfied with a new set of Bs/L and invoices for the same oats. In one case the Chicago shipper had been supplying these same oats under its own brand regularly to the eastern buyer, who knew exactly what he was getting, and made no complaint. There was no misrepresentation of these oats to the buyer, but the argus-eyed government detective found "oats" on the B/L and some barley in the car, and charged the innocent shipper with the crime of "misbranding." Hereafter the shippers will employ a designation on the B/L and invoice sufficiently broad to cover anything the government may find in the car, not necessarily for the protection of buyers, for they have known all the time what they were getting, but by branding to suit the federal inspectors no interference will be encountered.

THE INSPECTION of grain laden cars upon their arrival in terminal markets, for the purpose of determining leaks stopped or car repaired, has discar repair men that the sentiment in favor of establishing such inspection at every terminal market is rapidly gaining ground with the grain shippers. This service is likely to cost the shipper 20 to 25c a car, but if it register such him to be such as the shipper 20 to 25c. but if it assists each shipper in collecting only one more claim for loss in transit each year, it may be a good investment. The Chicago Board of Trade has been making an effort recently to learn the wishes of the shippers of the country who send their grain to this market, and up to the present writing most of the shippers are decidedly in favor of the inspection. However, if the results obtained after a trial of a year or two are not satisfactory to the grain shippers, they can easily have the service discontinued upon request to the Board of Trade. If the carriers would all keep their cars in good repair and provide shippers with plenty of material for coopering and lining cars, the losses in transit would be very small and the shippers would have no occasion to demand the inspection of their cars upon arrival in a terminal market.

The GRAIN JOURNAL

Elevator Fires During 1914.

During 1914, 513 fires in grain elevators were reported in the news columns of the Grain Dealers Journal. 382 elevators were reported to have been totally de-July had the most and September the least number of destructive fires. July also led in the total number of fires, viz: 60, while December had the least number

of fires, 30.

North Dakota and Illinois tied as leaders in the number of elevators totally destroyed, but North Dakota had one more fire. Each of these states had nearly 50% more fires than any other state, their nearest competitor being Minnesota, with 46 fires. The states having 11 or more fires reported during the year are as fol-

1914 Fires by States.

		rar-	_\un-
	Total	tial	ber
	loss.	loss.	fires.
North Dakota	. 40	22	62
Illineis	. 40	21	61
Minnesota	. 31	15	46
Iowa		15	38
Canada		0	3+
South Dakota	w m	10	27
Nebraska		11	27
Indiana		7	26
Ohio		3	19
Michigan	nd 000	3	18
Missouri		0	15
Wisconsin		4	15
Oklahoma		3	14
Texas		1	74
Kansas		10	14
37 37 - 1-		4	13
0	4.0	n	11
	. 11	3	11
Pennsylvania	. 0	ð	11

Out of the 513 fires reported, 69 were credited to lightning and 32 resulted in a total destruction of the elevator, the total destruction of the elevator, the others were only a partial loss. The fires started by lightning were credited to eight months, as follows: April 2, May 17, June 15, July 21, August 14, September 4, October 5, December 1.

Nearly 75% of the elevator fires resulted in a total loss so it would seem to Le up to the grain man to give more careful study to the causes of grain elevator fires, and to take steps to eliminate the fire hazards of the elevator

fire hazards of the elevator

Five fires were the result of dust explosions. Three total losses were traced direct to explosions of gasoline in the engine room. Another was traceable to a leaky intake pipe connected with the gaso-line engine. A Tennessee elevator was burned when the smokestack fell and sparks caught on the roof. A lantern gropped by an elevator manager who was tightening a loose cup exploded; dust and chaff about a shaft were ignited by friction; weeds about an elevator were set afire by sparks from a passing locomotive. Another fire was started by sparrows carrying burning straws to a nest in cupola. This would not have occurred had the windows been screened.

Sparks falling on shingle roofs were credited with 41 fires, 25 of which resulted in a total loss. Overheated bearings were credited with 26 fires, and 17 total losses. Overheated stoves resulted in 11 fires and 9 total losses. Exposure to burning buildings adjoining resulted in 9 fires and 7 total losses of elevator property. Defective chimneys and flues caused 11 fires, defective wiring 5. A number of 11 fires, defective wiring 5. A number of elevators were saved by handy water barrels, chemical extinguishers and automatic sprinklers.

Year after year the same causes seem to contribute to the destruction of grain elevator property in about the same proportion, proving conclusively that many elevator owners have it within their power to save their property from destruction from known causes of fires. Elevator

operators, by ignoring the experience of others, carelessly contribute to the burning of their property. So many valuable statistice have been compiled on the causes of grain elevator fires one does not have to each for for a fire to the formation of the causes. have to seek far for reliable information on where to look for the known hazards of this class of property and how to re-

Track Scales at Country Stations.

The annual flood of proposed laws and fool regulations of the commerce of every state has broken and the wiseacres are now secretly planning to regulate everything and everybody. A number of the grain surplus states have laws requiring railroads to install track scales where 50 or 100 cars of grain are shipped annually, yet not one of these laws is enforced, and grain shippers do not ask their enforcement, because they appreciate it would be to their disadvantage, and of no profit whatever to the railroad company. In view of the fact that shippers of states having such a law have never seen fit to force the installation of track scales, it seems folly for the shippers of other states to waste their time working for the enactment of a like law.

Among states now having under consideration the track scale bill is Kansas, and House Bill 284 now pending in the legislature of that state is the least delegislature of that state is the least desirable of all laws yet brought forward, designed to require the installation of track scales for the weighing of grain shipments. Track scale weights are the least dependable of any obtainable on grain loaded into cars at country stations. Unless dead rails are provided, the scale knives will not long remain in working condition, and unless the scale platform is well enclosed, the scale will be exposed to all kinds of weather. The wind will

occasionally make it next to impossible to obtain the correct weight, and rain, ice and snow will interfere with accurate weighing and cause the rapid deteriora-tion of the working parts of the scale.

But the idea of paying \$1 a carload for unreliable weights and on top of this agreeing to accept dockage from all shortage claims of ¼ of 1% for so-called "natural shrinkage" is ridiculous. Most country elevator men have provided shipping scales, for weighing their grain, which are under cover and are generally in prime working condition. If the railroads are not willing to accept the weights of those scales as accurate, then they should send a scale inspector to determine and correct their defects. Every grain man will welcome the railroad scale inspector who will do or say anything to help him to more accurate weights. If the railroads are not satisfied to accept the country elevator man's weights, then it is up to them to prove those weights inaccurate

The grain shipper is just as anxious as the carrier can possibly be to know exactly how many pounds of grain he puts into every car, because if he does not know, his car may be robbed in transit, and he will never even suspect it until his bank balance at the end of the season shows that he had no returns for his vear's effort.

Shippers who load out 100 or more carloads each year can well afford to provide the best shipping scales obtainable for their own use, and it will not cost them \$1 a car to weigh the grain. Every shipper will be far better off to provide his own scales. Then when he suspects they are not weighing accurately, he can have them inspected and placed in working condition, without consulting anybody or interfering with anyone.



The Overbidding Buyer's Awakening.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.1

Why His Corn Arrived Hot.

Grain Dealers Journal: Not long ago I received report on a car of corn as having arrived hot, and was discounted 2½ cents a bushel. I could not understand it. A farmer came into my office and happened to read your "Leaking in Transit". sit" reports and repeated the car number of my car of hot corn. I learned that a draw bar had been pulled out at Byron, Ill., and that section men had scooped a lot of corn and snow into the car. I sent clipping from Grain Dealers Journal with my claim for \$25.00. I collected it in about two weeks. I can afford to subscribe for many years.—G. L. S.

Plugged Cars an Aid in Collecting Shortage Claims.

Grain Dealers Journal: We have with much interest been reading the article in your Journal of Jan'y 25th, page 122, under the heading "Plugs prove stealage of Grain" by John Dower of St. Louis.

We are wondering if a copy of this report attached to the Railway Claims would have any effect on the Claims Dep't, as this is an absolute proof that a shortage may occur without any visible sign of leakage.

It seems as though it is very hard to collect a claim without a leakage certificate or a proof that the seals have been broken.—Yours very truly, Peoples Grain, Coal & Live Stock Co., Thos. C. Lorenzen, Upland, Nebr.

Political Inspection of Grain in Kansas.

Grain Dealers Journal: The grain in-spection certificates used by the Grain inspection Department of the great state of Kansas have printed in italics in the upper left hand corner "For your protection demand Kansas inspection." If the shippers of Kansas are anxious to obtain protection from the fee-grabbing politicians of the state, they should refuse to permit them to grade their grain under the considerations. under any consideration.

Here is a sample of one of my recent experiences. I shipped car O. W. R. R. 14687 to Topeka, where it arrived Dec. 8th, 1914, and was graded by State Inspector J. F. Buell "2 Hard Wheat, Test 59 lbs., Remarks, Dark," Inspection Fees \$1.10. This car was forwarded to the Bowersock Mills & Power Co., of Lawrence Kans, where it was graded on Decence Kans, where it arrived Decenter is the property of ence, Kans., where it was graded on Dec. 14th by J. P. Chess of the State Inspection Dept, as "3 Hard Wheat, Test 58½ lbs.," fees \$1.00. I presume that if it had been forwarded to some other point within the state having state inspection and inspected again, the politicians would have made it No. 4 or no grade, reduced the test weight and charged me another

I have heard of other shippers hav-

ing experiences of this kind, but did not before fully appreciate the worth-lessness of state inspection. I deem it the duty of every grain shipper who suffers at the hands of the politicians, to advertise that fact to the trade, so that grain shippers will rise up as a body and demand relief from the useless and worthless service.—M. P. Thielan, Lucus, Kans

Resents Criticism of Political Interference with Weighing in Missouri.

Editor Grain Dealers Journal: You seem to be badly misinformed as to any legislation being proposed in Missouri to repeal the grain inspection or weighing law. No such a bill has been proposed. The only controversy over the question in this State is that the Attorney-General in this State is that the Attorney-General has given an opinion to the effect that the Boards of Trade are violating the present law by weighing at Public Elevators where the law requires State Weighers to do the weighing. He claims that Boards of Trade Weighers have no right to weigh or make any charge for weighing in Public Elevators which are under the law under State supervision. under the law under State supervision and control. This is the only controversy contest over grain weighing in this

The following editorial paragraph from the last issue of your Journal is therefore misleading and you will no doubt desire to correct your mis-statement.

"The Repeal of Missouri's grain weighing law will be greeted with favor by all grain shippers who patronize Missouri's markets. They appreciate that the less the politicians have to do with their business the better off the grain dealers will

You evidently know as little about State weighing judging from lack of information you display in the opinion expressed in the above lines. I would say for your information, and which you can verify by investigating, that there is no complaint about State grain weighing in Missouri from any source and ing in Missouri from any source and the State service is entirely satisfactory and admitted to be thoroly efficient and reliable. All the Boards of Trade want is also to weigh at Pubilc Elevators in this State, but contrary to the present law in the opinion of the Attorney-General and that question will soon be settled by the Courts. There is no fight on the State weighers and no complaint against State weighing in any Public Elevator in this State

All I have to say as to your opinion about State weighing and that "politicians" should have nothing to do with the grain business, is that the best advice in the matter, in my opinion, is "that the less employees of Boards of Trade" have to do with the weighing or inspection of the grain in the great marinspection of the grain in the great marthe spection of the grain in the great markets of the country, the better off the farmers and country shippers will be." The receivers of the grain at the Terminal Markets should be prohibited by law from weighing or inspecting their customers grain or hay. As the mouthpiece of the receivers of grain—the dealers in the Terminal Markets—I do not expect you to take the country ship. dealers in the Terminal Markets—I do not expect you to take the country shippers' side of the question and champion his interest. You represent the other side—the side of the bread that is buttered for you as a Grain Trade Journal.

—Yours very truly, Jas T. Bradshaw, State Warehouse Commissioner, Kansas City. Mo. sas City, Mo.

Grading Corn Under the Federal Grades.

Editor Grain Dealers Journal: In your January 25th number was a letter from A. H. Shelby, buyer for Coon Bros., at Block, Ill., on grading corn by an equalization of percentages. In this letter Mr. Shelby gives the inspection of four cars inspected at Cairo, and giving the percentages of each. He, also, says these cars were inspected under the rules of the Cairo Board of Trade. The Cairo Board of Trade adopted the new Federal Corn Grades, and the percentages as given by Mr. Shelby conform with these

I wrote Mr. Shelby asking him his experience in other markets, and he replied that he has had practically the same experience in all other markets, with the exception of Terre Haute.

The grading as done at this market has been very liberal and one-fifth of the corn that has graded No. 3 shows a greater percentage of moisture than 17.-50%, or between that and 18%, providing the corn did not exceed the rules in other ways. In fact we have endeavored to be tair, and not draw the line too close, but have tried to give the shipper the benefit where possible.

Editorially you say that grading corn under the new Federal rules is not clearly under the new Federal rules is not clearly understood by all, else the different markets would be more uniform in their grading. All I can say to that is we have tried our best to interpret impartially the rules given us by the United State Department of Agriculture and judging from the small number of complaints we have had we think that we have done so. Judging from Mr. Shelby's letter he had the same complaint about all other markets.—Very truly yours, W. S. Powell, Chief Inspector, Board of Trade, Cairo, Ill.

Coming Conventions.

Mar. 2-3.—Farmers Grain Dealers Ass'n

of Kansas at Wichita.

Mar. 10, 11, 12.—Farmers Grain Dealers Ass'n of N. D., Minot, N. D.

May 11.—Illinois Grain Dealers Ass'n at Champaign.

July 6, 7, 8.—National Hay Ass'n at Niagara Falls, N. Y.

Oct. 11-13.—Grain Dealers National Ass'n at Peoria, Ill.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

S. T. 124596, or number similar to this, passed thru Miami, Okla., Jan. 30, leaking wheat badly at doorpost. Car was moving southward rapidly.—N. F. Wright, mgr. Miami Flour & Feed Co.

A. T. & S. F. 124953 passed thru Afton, Okla., Jan. 29, leaking wheat at end.—Oliver Hanshaw, agt. Lipscomb Grain & Seed Co.

Asked-Answered

[Readers who fail to find information de-lired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Re-plies to queries are solicited.]

Record as a Claim Collector.

Grain Dealers Journal: Sometime ago some one reported good luck in collecting claims. I collected nine claims aggregating \$91.71 in just 13 days. In four years I have collected over \$2000.00. Can anyone beat this record?—A. H.

No Right to Deduct for Natural Shrinkage.

Grain Dealers Journal: Within the last 30 days the Santa Fe has refused to settle any of our claims for wheat shortage, only on the basis of a reduction of ¼ of one per cent for natural shrinkage, and referred us to the recent decision of the Supreme Court in the case of Cardwell v. Union Pacific. 90 Kan. 707.

Can the railway company deduct ¼ of one per cent for natural shrinkage when paying claims for loss of wheat in tran-W. Craig Grain Co., Wichita,

paying claims for loss of wheat in transit?—J. W. Craig Grain Co., Wichita, Kan.

Ans.: The decision cited by the Santa Fe covered four cars of wheat shipped from Perry and Armstrong, Kan., to Kansas City, by M. W. Cardwell. His scales at Perry were admittedly inaccurate and his weights at Armstrong were arrived at by subtracting from the gross track scale weight the marked or stenciled weight of the cars, while at Kansas City the weight was taken after the grain had been elevated. The case was tried to a jury. Any grain shipper will admit that the jury was justified in believing hopper scale weights in a supervised terminal elevator were more trustworthy than track scale weights. That is the real basis of the decision in Cardwell v. Union Pacific, Nov. 8, 1913, 90 Kan. 707; 136 Pac. 245; and hence should not be relied upon by the railroad corporations as a precedent to deny payment to other shippers whose proof of weight is superior.

It is true that the Supreme Court of Kansas in the Cardwell case accepted the contention by the railroad attorneys that "Sec. 7103 of Gen. Stat. of 1909 requires the B/L to state the exact number of bushels or pounds of grain delivered to the railway company," and "if the shrinkage does not exceed ¼ of one per cent the railway company shall be deemed to have delivered the whole amount in the car." The court said, "The legislature having recognized the fact that wheat in transit will naturally shrink as much as one-fourth of one per quired of this well known fact." Mr. Cardwell had offered to prove that there was no shrinkage in transit, by records of actual shipments to New Orleans, which held out in full; but the court would not go back of the Kansas simply takes from the grain shipper and farmer ¼ of one per cent of the grain in the car and presents it to the railroad company. No such law should be tolerated in any state. The railroads in other states have withdrawn their dockagnainst the railroad company in a suit brot by the Nebraska-lowa Grain Co. to recover the natural shri

for the shipper set up that the clause was void as (1) being a violation of the Carmack Amendment (2) an effort on the part of the carrier to limit its liability, and (3) resulting in taking property without due process of law, in violation of the federal constitution. This decision stands until reversed by the Supreme Court of Nebraska or the Supreme Court of the United States.

Refund of Natural Shrinkage?

Grain Dealers Journal: We note that some railroad companies are making refor natural shrinkage: We have several claims against the Missouri Pacific and would like to know the practice of the Missouri Pacific in giving a refund.—Steinhardt & Co., New Orleans, La.

Steinhardt & Co., New Orleans, La.

Ans.: At the time our tariffs carried a provision for deduction of ½ and ¼ of one per cent for normal wastage, the deductions were made before claims were settled in accordance therewith, it being considered that the deduction became a part of the tariff rate.

Since, however, the carriers have stricken this clause from their tariffs we have not demanded it on interstate business, neither have we made refunds of the amounts previously deducted, because if it were a tariff proposition we could not legally do so.—T. S. Walton, freight claim agent, Missouri Pacific Ry. Co., St. Louis, Mo.

Bookkeeping a Necessity.

Grain Dealers Journal: You are consystems. I contend that the simpler my accounting system the easier it is kept. I keep a record of my receipts and shipments and use a ledger to Dr. and Cr. the bank and the various consignees of my grain shipments.

do not advance money except on a bankable note. I do not want a complicated system of bookkeeping and do not want to advance money unless I do it the same as a banker.—H. A.

the same as a banker.—H. A.

Ans.: Our aim is to encourage every dealer to have some system. We believe a simple system is better than a complicated one. However, both must show the true condition of the business. Unless they do this, neither system is any good. We have in mind one dealer who keeps no record of his account sales except to hang them on a wire hook in his office.

Another dealer has a type registering beam wagon scale, and as often as grain comes in he places the tickets in small compartments. When the farmer is thru hauling, the dealer gathers up the tickets and settles for them. He keeps no record of them. We believe you will agree that these men need more bookkeeping.

Wheat and Price of Bread?

Grain Dealers Journal: Bakers are crying that the high price of flour will force them to raise the price of bread, while millers declare that the rise in the price of flour does not warrant a big increase in bread. How much more does it cost for the flour in a loaf of bread when wheat rises from 70 cents to \$1.50 per bushel?—A. R. Maxon.

Ans.: A barrel of flour is made of 41/2

wheat rises from 10 cents to \$1.50 per bushel?—A. R. Maxon.

Ans.: A barrel of flour is made of 4½ bus, of wheat, and an increased cost of 80 cents per bushel amounts to \$3.60, on the 196 lbs. in the barrel, the exact increase of cost depending on whether the feed is sold at a profit or a loss. Loaves of bread vary in weight from 12 to 16 ounces, the full size loaf requiring ¾ lb. of flour, the remaining ¼ lb. being added water, the amount of added water depending on the gluten strength, so that the number of loaves obtainable from a barrel will run from 265 full pound loaves to 300 of the ¾-lb. If it were possible to make 360 loaves out of a barrel, the increased cost of the flour in the loaf would be 1 cent.

Chas. B. Riley, see'y of the Indiana Grain Dealers Ass'n, states that a barrel of good winter wheat patent flour can now be bot by bakers at \$7 per barrel, delivered at their bakery, and good baker's flour for \$1 less, and this barrel of flour will produce 335 loaves of 12 ounces each.

L. G. Graff Again President of Commercial Exchange.

L. G. Graff, president last year of the Commercial Exchange of Philadelphia, performed the duties of the office during the year with much credit, devoting his time and ability largely to looking after many matters of great interest to the membership, so well and satisfactorily that he was this year honored by unanimous re-election to the office.

Mr. Graff was born in the year 1866, and started in the grain business during the year 1884 as a clerk for his father. He soon showed an adaptability for the grain business and his father placed him on the road, traveling thru the different states buying grain for the firm. In the year 1892, but eight years later, he was taken into partnership by his father, forming the firm of L. G. Graff & Son, which was and still is the title of the

In the year 1893 Mr. Graff became a member of the Commercial Exchange, and later was chosen for several years as a member of the Com'ite on Grain. as a member of the Com'te on Grain. For several years following Mr. Graff was elected a member of the Board of Directors, serving the Exchange well and faithfully, and in the year 1911 he was elected vice-pres. of the Ass'n, serving in that capacity for three consecutive years. A portrait of Mr. Graff is reproduced herewith duced herewith.

SPAIN PRODUCED in 1914, 113,740,128 bus. of wheat, 24,334,280 bus. of rye, 24,264,198 bus. of corn, 72,383,024 bus. of barley and 31,275,078 bus. of oats; compared with 110,126,844 bus. of wheat, 28,364,440 bus. of rye, 20,165,094 bus. of corn, 62,877,916 bus. of barley and 25,372,266 bus. of oats in 1913.—Robertson Honey, U. S. Consul,



Louis G. Graff, Philadelphia, Pa., President-Elect Commercial Exchange.

Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

COLORADO.

Seibert, Colo., Feb. 19.—Plenty of corn here still.—B. E. Roller.

ILLINOIS.

Pontiac, Ill., Feb. 12.—No grain ing; roads bad.—Rooks Creek Fg

Franklin Grove, Ill.—Only about one-third of the corn in this section has been moved out, and it is possible that much of the balance will be held until late in the fall.—I. J. Trostle.

Martinton, Ill., Feb. 19.-Not much corn Martinton, Ill., Feb. 19.—Not flutch corn-moving here this month; most farmers in-tend to hold for summer delivery; some oats have been moving but still consider-able in farmers hands.—Harry Hieser, mgr. Farmers Martinton Elvtr. Co.

INDIANA.

Lynn, Ind., Feb. 17.—Have handled considerable corn this season.—Berry Bros.

Rossville, Ind., Feb. 19.—Old wheat crop

stockwell, Ind., Feb. 22.—Feeders buying all corn received at elvtr.—Chas. S. Anderson, Lauramie Grain Co.

IOWA.

Cleghorn, Ia., Feb. 17.—About 25% of corn and oats left in farmers hands.—J. C. Hebb, mgr. Farmers Elvtr. Co.

Vincent, Ia., Feb. 13.—About 20% of corn and 10% of oats left in farmer's hands.— Geo. Schissel.

Clarion, Ia., Feb. 13.—About 1/3 of corn and 1/4 of oats left in farmers hands.—P. Goslin.

Remsen, Ia., Feb. 18.—About 40% of corn and 10% of oats left in farmers' hands.
—Tierney & Ahman.

Aurelia, Ia., Feb. 16.—About ½ of corn nd ⅓ of oats left in farmers' hands.—C. De Vries, mgr. Farmers Elvtr. Co.

Alta, Ia., Feb. 17.—About 35% of corn and 40% of oats left in farmers' hands.— Tom Scambler, mgr. Farmers Elvtr. Co.

Imports and Exports of Grain.

Imports and exports of domestic grain and exports of foreign grain from the United States during December, 1914, compared with December, 1913, and for the year 1914 compared with the year 1913, as reported by A. H. Baldwin, chief, Buro of Statistics, were in bus. as fol-

IMPORTS.

	1000	TIT O OT (a car.			
	1914.	1913.	1914,	1913.		
Wheat.	8,583	149,304	1,714,132	783,481		
Corn	665,566	2,343,444	15,821,177	4,449,346		
Oats	7,697	5,577,656	9,429,010	13,308,581		
*Rice13	,450,434	29,890,073	255,064,251	250,314,497		
Beans	52,250	217,353	1,500,986	1,001,753		
Dr. peas	41,790	179,403	770,595	756,022		
		EXPORT	rs.			
Wheat28	0.875,762	5,726,831	173,861,944	-99,508,968		
Corn	1,780,766	772,797	15,626,149	45,286,759		
	5,206,716	38,507	35,066,867	5,274,623		
*Rice11	.579.982	762,814	54,824,437	31,959,659		
Barley. 2	2,073,676	360,617	17,208,185	12,782,267		
Rye	1,689,571	15,619	7,847,235	1,994,929		
Buck-				-,,		
wheat	158 999		106 460	1 4/10		

wheat Beans & 171,996 26.081 339,511

EXPORTS OF FOREIGN GRAIN. EXPORTS OF FOREIGN GRAIN.

Wheat. 23,987 808,791 98,087

Corn. . 526 1,270 21,840 22,854

Oats. . 8 1,250 767,489 4,000

*Rice. 1,809,395 884,371 26,212,619 13,028,730

Beans. , 941 914 50,187 26,334

Dr. peas 15,720 10,013 25,1931 245,110

*Including cleaned and uncleaned rice, broke rice, rice flour, meal, bran, and polish, stated in lbs. Barnum, Ia., Feb. 15.—About 30% of corn nd 20% of oats left in farmers hands.—A. Ruebel, mgr. Barnum Elvtr. Co.

Manson, Ia., Feb. 15.—About 40% of corn and oats left in farmers hands.—M. R. Higgins. mgr. Farmers Cooperative Elvtr. & Grain Co.

Fonda, Ia., Feb. 15.—About 15% of corn and 10% of oats left in farmers hands.—W. Wood, mgr. Farmers Elvtr. Co.

Kanawha, Ia., Feb. 11.—About 40% of corn left in farmer's hands.—J. C. Johnson, mgr. Farmers Elvtr. Co.

Pomeroy, Ia., Feb. 15.—About 40% of corn and 20% of oats left in farmers hands.—O. C. Wickey, mgr. Pomeroy Co-operative Grain Co.

Corwith, Ia., Feb. 23.—Not much grain moving here at present; considerable corn to move if weather would get colder; about 20% corn and 10% oats in farmers' hands; no wheat raised here to speak of.—A. J.

Anthon, Ia., Feb. 22.—Receipts of grain this year were largest this company ever had at this station; weather has been too stormy last 2 months for farmers to haul; in some places cuts in roads are drifted 20 ft. deep; not much feeding being done of late.—D. M. McKenzie, agt. Western Elvtr. Co.

KANSAS

Horton, Kan., Feb. 11.—Old wheat about all gone.—W. T. Graham.

Neosho Rapids, Kan., Feb. 18.—No old wheat in farmers' hands.—Geo. A. Smith.
Ellinwood, Kan., Feb. 14.—About 10% wheat still in farmers hands.—K. R. Mohn, mgr. Ellinwood Grain & Sply. Co.

Miltonvale, Kan., Feb. 13.—About 15% of Kansas wheat crop in farmers hands.—L C. Pilcher, mgr. Farmers Co-operative Merc. Ass'n.

Peck, Kan., Feb. 16.—Have handled 200.-000 bus, grain at Peck and Zyba sta. (Peck p. o.) this year; paying farmers \$1.50.—Tom K. Bell.

Pratt, Kan., Feb. 18.—Have handled nearly 3 times as much grain as last year; profit side has been very satisfactory; looking forward to good price another year.—J. V. Harkrader, mgr. Pratt Equity Exchge.

KENTUCKY.

KENTUCKY.

Louisville, Ky., Feb. 11.—Receipts of grain at this market for January were 398,150 bus. wheat, 708,845 bus. corn, 767,-600 bus. oats, 62,180 bus. rye and 12,900 bus. barley; compared with 345,450 bus. wheat, 1,169,560 bus. corn, 593,900 bus. oats, 111,500 bus. rye and 38,600 bus. barley for January, 1914. Shipments were 1,000 bus. wheat, 423,105 bus. corn, 625,395 bus. oats, 27,230 bus. rye and no barley; compared with 9,900 bus. wheat, 785,005 bus. corn, 540,367 bus. oats, 71,930 bus. rye and no barley for January, 1914.—Jas. F. Buckner, Sec'y Board of Trade.

MINNESOTA.

Minneota, Minn., Feb. 23.—This station shipped 159,703 bus. wheat, 84,365 bus. barley, 47,535 bus. oats, 172,020 bus. corn, 6,000 bus. flax and 2,000 bus. rye from July 1 to Jan. 1. About 15% wheat, 15% barley, 10% oats and 20% corn in farmers hands still.—T. F. Dahl, Dahl Elvtr. Co.

NEBRASKA.

Tekamah, Neb., Feb. 20.—About ½ of corn left in farmers hands.—Henry Rob-

Oakland, Neb., Feb. 20.—Practically no more corn or oats of old crop will be shipped out.—E. V. Anderson, mgr. Farmers Grain & L. S. Co.

Upland, Neb., Feb. 18.—Grain movement slow; high price for some time past has drained most of country; shipping in corn for feed.—Thos. C. Lorenzen, mgr. Peoples Grain, Coal & L. S. Co.

Milligan, Neb., Feb. 19.—About 10% of 1914 wheat crop in farmers hands; holding for higher prices; very little corn has been shipped out; do not look for much of a movement until after spring planting.—W. D. Russell, agt. Lincoln Grain Co.

NORTH DAKOTA.

Cavalier, N. D., Feb. 12.—All grains about 90% marketed.—E. F. Hamilton, agt. International Elvtr. Co.

OHIO.

Weston, O., Feb. 16.—Not much to do until after harvest.—Edward Baldwin.

Morral, O., Feb. 19.—Very little wheat and not over 3% of oats besides seed requirements left in farmers hands; no corn to ship; farmers will want all for feeding.

—G. W. Mahaffey.

OKLAHOMA.

Tonkawa, Okla., Feb. 16.—Not over 5 old wheat left in country; holding for \$2.-M. Cassity.

Bushyhead, Okla., Feb. 4.—Have shipped 129,000 bus. grain from this little station since July 3, 1914, and more coming every day.—Wm. Major.

Dacoma, Okla., Feb. wheat still in farmers Lewis, Dacoma Grain Co. 13.—About 8% hands .-- W.

SOUTH DAKOTA.

Thunder Hawk, S. D., Feb. 20.—Grain not moving very fast; hard to get cars for loading; weather ideal.—Gilbert Hvammen.

Jefferson, S. D., Feb. 15.—Most of grain has moved; only small amount of corn in farmers' hands now.—Ray Authier, agt. Tiedeman Elvtr. Co.

Fairview, S. D., Feb. 19.—Expect very little grain to move for next 30 days; snow going fast; roads very bad.—W. P. Manning, mgr. Farmers Co-operative Grain Co.

Jefferson, S. D., Feb. 16.—Little wheat to move in this locality; about 2/5 corn crop still to be moved.—R. D. Authier, agt. J. Mullaney.

WISCONSIN.

Oslikosh, Wis., Feb. 6.—Not shipping out grain this season account short crop last summer; buying grain from other stations this year.—J. E. Allar.

Exports of Grain Heavy.

PHILADELPHIA'S export grain record was recently broken when four vessels cleared in one day with 700,000 bus. of grain valued at \$1,125,000.

Ten foreign steamers recently cleared at Baltimore, Md., loaded with wheat and other grain for England, Holland, Norway, Denmark, Italy and Spain.

GRAIN EXPORTS from Baltimore, Md., for the week ending Feb. 13 aggregated 3.630,540 bus., largely corn and oats, 22 steamers carrying the tonnage.

PENNSYLVANIA HOUSE of Representatives has voted down the request of its socialist member, Rep. Maurer of Berks county, that Congress be asked to prohibit the export of grain.

THE TRAMP STEAMER Benheather has been chartered to load 240,000 bus, of grain at Portland, Me., for the west coast of Italy. The rate is 12s per quarter, the highest ever paid for export from that

RATE ON EXPORT wheat from Boston to Liverpool is now 21c per bu., compared with 3c, quoted before the outbreak of the war. The Norwegian steamer Dageid has been chartered at a correspondingly high rate to load 60,000 bus. of wheat for Christiania.

PORTLAND, Me., is loading 2 vessels with grain for England and 3 are expectwith grain for England and 3 are expected daily to take grain to the same country. Over 3,000,000 bus, are in the port awaiting export to Europe, the Grand Trunk elevators being filled to capacity with 800 cars still unloaded in the terminal yards. The freight paid is double that of previous seasons.

The GRAIN JOURNAL

THE STEAMERS Ariel and Tronto have cleared at Portland, Me., with cargoes of grain for Falmouth and London and the Noya, now en route to Portland will load a cargo of 225,000 bus. grain for Avon-

BALTIMORE EXPORTED 50 cargoes of wheat for the week ending Jan. 30, and more steamers are reported as en route to load grain for Europe. This is directly responsible for the lifting of the embargo at that port.

BRITISH STEAMER Devon City has finished loading 268,000 bus. of wheat at Portland, Ore., for the United Kingdom. This is said to be the most valuable cargo of grain ever loaded in the United States, its value being \$380,000.

Steamer Wilhelmina, now en route to Germany, contains 900,000 lbs. wheat, 840,000 lbs. corn, and 450,000 lbs. bran. The cargo is consigned to W. T. Brooking, who chartered the vessel for St. Louis shippers. Mr. Brooking is sailing for Germany and expects to meet the cargo upon its arrival. On seeking the advice of the State Dep't regarding the risk, St. Louis shippers were informed by Sec'y Louis shippers were informed by Sec'y Bryan that foodstuffs are ranked as conditional contraband and may be lawfully shipped to territory of belligerents when, in fact, destined or intended as supplies for belligerent government or its armed forces.

Exports of Grain Weekly

	157	ports o	or Grain	1. vvees	цу.
Week WHEAT		AT.	OAT	rs.	
endi	ng	1914.	1913.	1914.	1913.
July	4	3,794,000	3,358,000	470,000	550,000
July	11	5,758,000	3,535,000	672,000	647,000
July	18	5,087,000	2,130,000	474,000	444,000
July	25	7,711,000	4,199,000	277,000	207,000
Aug.	1	8,196,000	4,472,000	345,000	437,000
Aug.	8	4,347,000	6,278,000	384,000	118,000
Aug.	15	3,425,000	6,551,000	280,000	366,000
Aug.	22	9,286,000	5,731,000	612,000	218,000
Aug.	29	8,643,000	6,504,000	323,000	92,000
Sep.	5	9,049,000	3,984,000	769,000	278,000
Sep.	12	7,440,000	3,356,000	2,746,000	157,000
Sep.	19	5,230,000	2,812,000	2,660,000	138,000
Sep.	26	6,483,000	3,245,000	2,570,000	94,000
Oct.	3	8,304,000	4,245,000	4,078,000	147,000
Oct.	10	6,368,000	4,135,000	1,611,000	68,000
Oct.	17	4,291,000	4,620,000	2,000,000	165,000
Oct.	24	4,917,000	4,611,000	1,696,000	2,000,000
Oct.	31	5,691,000	4,777,000	2,167,000	1,696,000
Nov.	7	5,866,000	4,374,000	1,845,000	91,000
Nov.	14	7,585,000	5,472,000	1,728,000	134,000
Nov.	21	5,767,000	4,871,000	2,219,000	148,000
Nov.	28	5,874,000	4,061,000	1,819,000	202,000
Dec.	5	9,381,000	3,161,000	1,428,000	7,000
Dec.	12.	5,515,000	4,598,000	933,000	173,000
Dec.	19.	9,492,000	3,895,000	1,772,000	149,000
Dec.	26	5,199,000	3,329,000	1,754,000	91,000
		1915.	1914.	1915.	1914.
Jan.	4	5,807,000	3,626,000	717,000	51,000
Jan.	11	7,362,000	4,562,000	124,000	296,000
Jan.	18	7,062,000	3,686,000	859,000	279,000
Jan.	23	5,664,000	2,794,000	1,474,000	263,000
Jan.	30	5,938,000	1,507,000	1,943,000	133,000
Feb.	6.	8,294,000	3,433,000	1,779,000	128,000
Feb.	13.	6,795,000	2,661,000	1,879,000	223,000
Feb.	20.	7,128,000	2,035,000	1,730,000	154,000

Tl. 222,549,000 136,608,000 48,137,000 11,344,00:

A FLOURLESS BREAD baking machine has been invented in France, which transforms the whole wheat kernels into bread without milling

A BILL providing for a state owned terminal elevator has been introduced into the North Dakota House, the elevator to cost \$75,000 and the location either St Paul or Superior.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

CANADA.

Camrose, Alta., Feb. 22—This year's crops were not very good.—Watson & Co.
Ottawa, Ont., Jan. 1.—The total yield of fall wheat in Canada for 1914 was 20,-837,000 bus., spring wheat 140,443,000 bus., oats 313,078,000 bus., barley 36,201,000 bus., rye 2,016,800 bus., beans 797,500 bus., buckwheat 8,626,000 bus., mixed grains 16,382,-500 and corn for husking 13,924,000 bus.; compared with 22,592,000 bus. fall wheat, 209,125,000 bus. spring wheat, 404,669,000 bus. oats, 48,319,000 bus. barley, 2,300,000 bus. rye, 800,300 bus. beans, 8,372,000 bus. buckwheat, 15,792,000 bus. mixed grains and 16,772,600 bus. corn for husking for 1913.—Ernest H. Godfrey, Census and Statistics Office. tistics Office

COLORADO.

Seibert, Colo., Feb. 19.—Winter wheat looks fine.—B. E. Roller.

INDIANA.

Rossville, Ind., Feb. 19.—Wheat looking fine at this time.—Otto Lefforge.

Lynn, Ind., Feb. 17.—Wheat looking fine; oats acreage in this vicinity will be large.

Neosho Rapids, Kan., Feb. 18.—Wheat in good condition; plenty of moisture.—Geo. A.

Pratt, Kan., Feb. 18.—Crop conditions 90 % of normal.—J. V. Harkrader, mgr. Pratt Equity Exchge.

Horton, Kan., Feb. 11.—Wheat looking fine here at present time; had plenty of snow.—W. T. Graham.

Ellinwood, Kan., Feb. 14.—Wheat acreage equal to last year; condition good. K R. Mohn, mgr. Ellinwood Grain & Sply. Co.

Peck, Kan., Feb. 16.—Prospects for wheat very good; ample moisture; plant is small but strong and healthy.—Tom K.

KENTUCKY.

Corydon, Ky., Feb. 18.—Wheat acreage average to 10% above; condition below average.—Kentucky Storage Whse. Co.

NEBRASKA.

Milligan, Neb., Feb. 19.—Having plenty of moisture; growing wheat in first class condition.—W. D. Russell, agt. Lincoln Grain Co.

Upland, Neb., Fcb. 18 .- Growing wheat in good condition at present time; have had a good deal moist weather; last year's wheat was good but corn was poor.—Thos. C. Lorenzen, mgr. Peoples Grain, Coal & L. S. Co.

NEW MEXICO.

Roswell, N. W., Feb. 4.—Very little grain raised in this immediate vicinity; what grain is raised here is principally forage crops; only kafir corn and milo maize grown with rainfall and in country that grass crops cannot be grown in; for this reason we cannot anticipate much change in acreage.—United Seed & Fruit Co.

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Morral, O., Feb. 19.—Wheat looks good. -G. W. Mahaffey.

OKLAHOMA

Bushyhead, Okla., Feb. 4.—Wheat looks good; large acreage put out; large acreage of oats will be sown.—Wm. Major.

Tonkawa, Okla., Feb. 16.—Numerous complaints of fly damage on early sown wheat; late wheat looking good.—G. M. Cassity. El Reno, Okla., Feb. 13.—Had good rain here last night; winter wheat good in this section.—C. F. Oelke, agt. Canadian Mill & Elvtr. Co.

Banner, Okla., Feb. 9.—Farmers busy rowing good.—C. F. Oelke, agt. Canadian Mill & Elvtr. Co.

Chelsea, Okla., Feb. 12.—Crop conditions very favorable for this season of year; oats and wheat good.—D. I. Brown, Chelsea Hay & Grain Co.

Sentinel, Okla., Feb. 22.—Best prospect wheat in 6 years; rained all day Feb. 20 and 22; few oats being seeded; farm land nearly all in wheat; best root it ever had.—A. T. Jones.

Woodward, Okla., Feb. 11.—Wheat conditions fine; plenty of moisture for immediate need; must have plenty of rain thru March or our yield and quality will be out 50% due to late sowing and no protection from spring winds.—John Raynor, Woodward Cotton Co.

SOUTH DAKOTA.

Thunder Hawk, S. D., Feb. 20.—Good prospects for crop coming season.—Gilbert

Fairview, S. D., Feb. 19.—Seed wheat very high; smaller acreage will result.—W. P. Manning, mgr. Farmers Co-operative Grain Co.

Huffton, S. D., Feb. 19.—Considerable Marquis wheat will be sown here this spring; more corn will be planted than ever before.—Elmer Heitman, agt. Cargill Elvtr. Co.

WISCONSIN.

Zanoni, Wis., Feb. 16.—Have been having considerable rain lately which made heavy coat of ice on all flat places in fields and will smother winter grain.—H. D.

Washington, D. C., Feb. 6.—The acreage of fall sown oats shows an increase of 102% or 1,903,000 acres. Reports indicate an intention to considerably increase the acreage of spring planting of corn and more than double that of spring sown oats.—Dept. of Agriculture.

The Canadian Parliament has imposed war taxes to meet the extraordinary expenditures, these taxes to increase the revenue of the Dominion by more than \$30,000,000. An increase has been made in the customs duties of any been made in the customs duties of any goods placed in, or removed from bonded warehouses in Canada. The "free list" has been practically wiped out. Wheat and wheat flour are excluded from the general increase in import duty by reason of trade agreements with France and the British West Indies. A duty has been placed on corn; and Bs/L, bills of exchange checks telegraph messages and exchange, checks, telegraph messages, and steamship tickets are taxable in propor-tion to the amounts involved. The schedule is similar to the internal revenue tax now in effect in the United States.

THE AGRICULTURAL COM'ITE of the Senate in reporting the agricultural appropriation bill makes no change in the appropriation of \$72,920 in the House bill for investigating by the Buro of Plant Industry of the handling, grading and transportation of grain, and the fixing of definite grades thereof. The \$252,000 appropriation for the Congressional free seed distribution was stricken out. The comite increased from \$139,505 to \$142,-1005 the appropriation for investigation and improvement of cereals and methods of cereal production, and the study of ate in reporting the agricultural approof cereal production, and the study of cereal diseases, cultivation of flax for seed purposes and investigation and improvement of broom corn and its production. It is provided that \$40,000 shall be used for studies in corn improvement and production.-P.

What Is the Trouble With the Grain Business in Kansas?

It is not an easy matter to determine It is not an easy matter to determine accurately what is the trouble with the grain business of any section, but the many changes in ownership of country elevators proves conclusively that the dealers of some states are not having smooth sailing. Reports from 61 Kansas dealers show that 40 do not store grain free for farmers, 6 do and 12 store grain for short periods but charge for the for short periods, but charge for the service. Thirty-two do advance money to farmers without interest; eighteen would advance money at current rates; five report they will not advance money tunder our consideration. under any consideration.

Five dealers sell all of their grain track, seventeen consign only, while twenty-six market their grain both by consigning and selling their track. Forty-two Kansas dealers buy grain by grade. Eight admit that they ignore the grade and buy each lot at the price current for the best quality. Thirty-three claim to bid for grain by grade. Probably most of these dealers are located in a wheat

Fifteen dealers try to keep each grade by itself, while seventeen admit that they make no effort to classify their receipts. Twenty-seven dealers clean or blow their grain before loading into cars, while twenty-one admit they make no effort to improve the quality of their grain before

The estimates on the actual cost handling grain thru an elevator on any crop vary so widely as to be ridiculous. Buyers of different sections claim to be able to handle grain thru their elevators at 1/8c and 1/4c, two at 1/2c and two at at %c and %c, two at %c and two at %c per bu., while another man at a point some distance insists that it costs 3½c to handle grain through an elevator. Nine admit being satisfied with 1c. Seven feel that they cannot handle grain thru their elevator for less than 1½c; eleven want 2c, three 2½c and fourteen insist they must have 3c a but to cover the cost. must have 3c a bu., to cover the cost.

Twenty-five seem to think that their accounting systems keep them in touch with the actual results attained, while seventeen admit their system does not. Nine were free to confess that figuring the cost of handling grain was all guess work with them. Seventeen claim to draw off a monthly trial balance, while fourteen acknowledge that they do not do so. Eighteen dealers report that they do not deal in options.

Some Kansas dealers have favored us with their views more at length, as fol-

PROFITS 310% IN NINE YEARS.

Turon, Kan.—Sec. Houston's remarks in regard to country elevators of Kansas expresses only his opinion. Probably good as far as it goes but does not go

far enough.

Many country elevators of Kansas are operated by line companies with as good accounting systems as can be devised. We admit that the accounting systems of concerns under the individual management such as farmers' elevators and concerns operated by some managers are inefficient. For instance, we can at all times turn to our different lines of business and see at a glance exactly what the profit or loss is in that line.

We buy at all times on a margin of 21/2 to 3c. In the nine years we have been in business have paid 185% in dividends to our stockholders and have now in the business as an undivided profit of over

We may be egotistical or conceited.

but viewing the subject from our point of view, think the Hon. Secretary could well look into the subject farther and change his comments.—Turon Elevator & Merc. Co., A. E. Dickhut, Mgr.

TOO MANY DEALERS.

Valley Falls, Kans.—In my opinion we have more elevators and grain buyers than we need. Cut out one-half and the other half will live.—Neil McLeod.

NOTHING WRONG WITH GRAIN

Osborne, Kan.—What is the trouble with the grain business in Kansas? We do not think there is anything much wrong with the grain business during the present crop, and we think that all grain buyers have made money.

We do not think that a law to make we do not think that a law to make grain inspection compulsory in Kansas would help matters at all. If we could do away with busy officials who are always wanting to "investigate" something, we think it would be an advantage.—Solomon Valley Milling Co., per Geo.

WHY SHIPPERS LOSE MONEY

Neosho Rapids, Kan.—I have a 22,000-bu. elevator which cost about \$7,000. I carry \$6,000 insurance, pay taxes, do my own work and I can not make a dollar in the grain business. The farmers raise grain in such large quantities that if you do not bid up to within ½ to 2 cents of the market they will ship it themselves and every commission firm, with the ex-ception of one or two, will solicit farmers for shipments. This leaves the local grain dealer out.

I have never met but one commission firm that would refuse to buy from a farmer or a scooper. With all of this to go up against it is no use building elevators and going into the grain business

I find other local grain dealers have the same trouble. If there is any way to correct this so the local grain man can make money it ought to be done.—Geo.

OBJECTS TO BROKERS' PROFITS.

Plains, Kans.—Our elevator was finished ready for business July 15, 1914. We started buying wheat with \$4.500 borrowed money. We paid the farmers a reasonably good price for their wheat. A part of the time working from le to 3c off the track bid, and a part of the time little larger profit, but in all cases giving correct weights and tests. We ship all kinds of grain. We also ship in and sell coal, potatoes, apples, flour feed Plains, Kans.—Our elevator was and sell coal, potatoes, apples, flour, feed and other commodities. Our net profits in business this season since July 15, 1915, will be about \$10,000.

Our end of the deal out here in the country is all right, but by the time we get through with two or three inspection fees, leakage in transit, short weights and the middle man profits at destination, you the middle man profits at destination, you will find where a part of the profits go in the grain trade. For example, we buy our flour from one of the largest flour mills in Kansas. We sold two cars of wheat on track to a grain firm doing business in the same town as the mill. When we got the account sales on these two cars we found the wheat had been delivered to found the wheat had been delivered to the mill that we buy our flour of. As to the profit this grain firm made on the sale we do not know. But we could have sold the mill direct at same price as we got for it from the third party.—The Plains Equity Exchange, J. R. Bryan,

TOO MANY ELEVATORS.

Logan, Kan.—For the average year there are too many elevators. If it were not so easy to build a little elevator and get into the grain business, there would be fewer elevators and a higher grade of business men in the country elevators. We think the country elevator man is doing the best he possibly can under the circumstances—Bowman Bros.

SPECULATION TO BLAME FOR LOSSES.

Lyons, Kans.—While we are not in the grain business, we naturally are interested and come into daily contact with those who are. It is our impression that fluctuating markets cause the average grain buyer to speculate insofar as anticipating future values are concerned. If to advance rapidly, he will often put his prices above a level justified by the market at the time. Speculations of this kind do not tend to create or maintain principles of frugality. As a consequence the average buyer fails to look after the little things and unless he is a good speculator, his profits are practically

If the grain buyers would ignore the attention to the little details of their cash business, buying on a profitable basis and selling as near as possible the same way, they could not fail to have a profit at the end of a year.

A great many buyers do not know what their own operating expense is. either through failure or disinclination to figure it up, or on account of their failure to include all items. You will find grain buyers thruout the State who are areful about the small things, ignoring the speculative possibilities, that have a record of making money each year. If it were not for fluctuating markets, practically all our grain buyers would make money.—The Lyons Milling Company, M. B. McNair, Secy.

MUST AWAIT THE ELIMINATION OF THE INEFFICIENT.

Bison, Kan.—Reasons we have found against handling grain in this state are too much competition among buyers, Too many buyers, Not enough business for so many, Consigning grain Instead or selling it, Mixing inferior grain with good grain and trusting to deceive the buyer. Buying grain from farmers with Buying grain from farmers without regard to grade and paying same price for it to get the good will of the farmer. But probably the worst evil is consigning grain to commission houses who have nothing at stake, who sell the grain for what they can and make re-turns without furnishing the consignor with any evidence of what was obtained

Inspection is also open to criticism and has frequently been raised when a reinspection has been demanded, indicating that either inspection was made carclessly, or favoritism was shown.

These are a few things that are against a profitable grain business in

The efficient men will have to do the best they can until the inefficient ones either loose what capital they have and go out of the business, or die. It is a case of elimination, and while it is going on it makes it difficult for a careful grain man to do his business as it should be done. The one remedy we think will be finally successful will be the retirement of inefficient men now engaged in the grain business—Bison Mill gaged in the grain business.—Bison Milling & Elevator Co.
[Continued to Page 267.]

War Affecting the Grain Trade.

EXPORT TRADE reports an enormous demand for corn flour, that product now commanding a premium over starch.

The highest rate on export grain, 45 cents, since the outbreak of the war was given Feb. 16 on a cargo from the Atlantic seaboard to Denmark.

Grain exporters on the Atlantic and Gulf seaboard say that all exports are being made f. o. b. this country, throwing all risks upon the foreign purchaser.

AN AUSTRIAN CABINET order forbid the use of barley in the production of malt after Feb. 19, aiming to obtain the available barley as a substitute for wheat.

The Russian minister of agriculture has recommended the requisition by the government of all stored cereals now held by speculators, prices to be fixed after a consultation of the bourse comite.

The Belgian Relief Com'ite has chartered a fleet of 35 vessels to ply between eastern United States ports and Rotterdam, with food for the destitute Belgians. One of the early shipments will be 25 carloads of yellow corn.

SERBIAN CHILDREN are reported dying from lack of nourishment and a famine of grain will be averted only if farm implements can be obtained. During the recent Austrian invasion all tools for tilling the ground were destroyed.

ITALIAN GOVERNMENT is experimenting with the baking of different varieties of bread, one containing 12% of rice and another the same amount of bran. Both types have been tested by King Victor Emmanuel and pronounced excellent.

A SHIPMENT of 7 carloads of grain, recently held up at Niagara Falls, Ont., by the Canadian government because it was consigned to a Greek port, has been rebilled to England. The shipper is the Maple Leaf Milling Co., Kenora, Ont.

No wheat or wheat flour may be taken out of British India by sea unless from the ports of Calcutta, Bombay or Karachi and its destination must be the British Kingdom or a British possession. This notification will cease to be effective April 1, 1915.—Consul Henry D. Baker, Bombay

The Canadian Government has seized 10 carloads of grain shipped by the Western Canada Flour Mills Co., Winnipeg, believing the product to be destined to one of the hostile countries. The grain was sold to a Chicago grain company and the Canadian concern was not aware of its final destination.

The American Steamship Wilhelmina, damaged in a storm while crossing the Atlantic with a cargo of foodstuffs consigned to Bremen, was compelled to put into Falmouth for repairs, and there was promptly seized as carrying contraband cargo. As soon as the cargo is unloaded the vessel will be allowed to depart.

The General Federation of Trades Unions of London, England, is recommending that the British government take over all supplies of wheat, similar to the action of Germany. The seizure of the entire home grown and unmarketed crop at \$10.50 per quarter is asked, as this the Federation believes, would moderate prices. Expedition in the procedure of prize courts is also requested, with the placing of a value immediately upon all captured ships, these ships to be utilized during the war to transport government supplies.

PLANS TO RELIEVE the shortage of grain in Austria are being perfected by the Chamber of Commerce of Vienna, and include the assembling of all stocks in both Austria and Hungary as one common stock to be drawn upon as needed. Farmers of both countries have been ordered to sow immediately every available plot of ground with spring wheat or other grain.

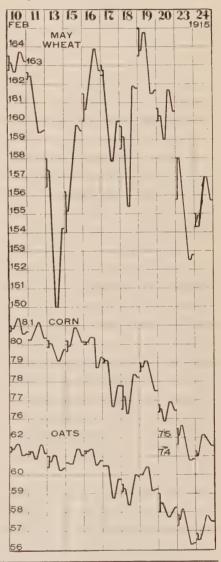
WM. G. McADOO, Sec'y of the Treasury, makes the following official statement relative to the status of the government's vessel war risk insurance trade Nearly \$48,000,000 of insurance has been issued upon American ships and cargoes from Sept. 2 to Feb. 2. Actual money paid into the Treasury as premiums amounts to \$1,250,000; earned premiums to date on risks expired, \$397,897; and not a loss. Had we refused these risks on the ground that it was a private business and would be run at a loss, I hesitate to say what would have happened to American commerce. With all of this money taken in, it has cost us only \$6,-449.68 to do the business.—(Later) The 449.68 to do the business.—(Later) American steamer Evelyn with a cargo of 1,185 tons of cotton for Bremen was blown up Feb. 20 near Borkum Island in the North Sea. This is the first American vessel to meet with disaster and both vessel and cargo were insured by the government, wiping out the profit of which the Sec'y bragged.

GERMANY HAS DECLARED the waters around Great Britain and Ireland, including the whole of the English Channel, a war zone, effective Feb. 18, threatening to destroy every enemy ship found in that zone. Neutral ships are warned to use the north of Scotland route to avoid the hazard of warfare. The Kaiser's declaration is largely the outcome of Britain's threat to capture the Wilhelmina, bound for Bremen with a cargo of grain, the English holding that grain is now directly a contraband of war having been taken over by the German government. Shipping to the north, around the Shetland Islands in the eastern basin of the north sea, is also endangered. The misuse of neutral flags by British vessels, ordered Jan. 31, endangers the ships of all neutral nations which may be within the "dead lines." The policy is fathered by Admiral von Tippits and insuprocess on effort by the Tirpitz and inaugurates an effort by the ermans to "starve out" England. In later bulletin the German government Germans to adds that it is not the intention to seize or molest American vessels laden with foodstuffs for the civilian population of enemy countries and hopes that England will not make it necessary to reconsider this attitude by seizing American ships. Grain imported by Germany from American imported by Germany from American ships. ica will not be used by the army or administration and the regulations under which imported grain have been subject

to sale to municipalities or the grain monopoly have been revoked. The government is willing to entrust the sale of such grain, until the end of the war, to American organizations.

Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats for May celivery during last two weeks at Chicago are given below. For complete collection of similar charts back 10 years see The Journal's Chart Book.



Daily Closing Prices.

The closing prices for wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

		MAY	WHE	AT.						
	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Feb. 13. 15444 145 % 14634 1445% 15444 157 15646	Feb. 15. 159½ 149¼ 150¾ 151½ 162¾ 162¾ 161½	Feb. 16. 16234 15234 15432 1575% 15538 16234 16634 16434	$\begin{array}{c} 17. \\ 160 \\ 150 \frac{1}{4} \\ 152 \frac{1}{4} \\ 155 \\ 152 \frac{1}{2} \\ 160 \\ 163 \frac{1}{2} \\ 162 \end{array}$	18. 161 ³ / ₄ 151 ³ / ₈ 156 ³ / ₈ 153 161 ³ / ₄ 164 ³ / ₄	19. 161 % 151 ½ 154 % 156 ¼ 161 ½ 164 ½ 164 ¼	20. 160½ 150% 153¾ 155 152¼ 160½ 163½ 163¼	23. 152¾ 144¾ 147¼ 145¼ 152¾ 155½ 155¾	24. 15534 1471/8 1501/2 150 1473/8 15534 1581/4
Chicago	80% 78% 77%	79% 7710	COF 801/8 775/8 30	79 ¼ 76 %	77% 75	785/8 751/2	77½ 74%	76 % 73 %	73¾ 70%	74½ 71½ 74%

Kansas Dealers Meet at Kansas City

The eighteenth annual meeting of the Kansas Grain Dealers Ass'n was held at the Coates Hotel, Kansas City, Mo., Feb. 10, 11 and 12, and from the number registered was one of the most successful ever held.

D. F. Piazzek, pres., Kansas City Board of Trade, welcomed the members, say-

ing:

Kansas produced more wheat last year than any other state. The state has been a big factor in the feeding world. Ninety per cent of the population of Kansas City is from our home state. What reverts to your interests will be reflected. upon us here in the terminal market. We have stood shoulder to shoulder with you in various fights, and feel that our interests, being allied, there should be a closer relationship between us.

Of 23,500 cars inspected last year by our inspection dep't, 171 reinspections were called for. The grade on 34 was raised. The grade on 36 cars was lowered. Our inspection dep't has been the mark of constant attacks by the legislature, but we are proud of the work it has accomplished both for you and for Kan-

accomplished both for you and for Kansas City. We have lost about \$1,394 on our weight dep't. When we organized this dep't we realized the field was fertile. From Aug. 1, 1912 to Feb. 1, 1915 total "in" inspections brot \$33,629.80, and the "out" inspections, \$43,000. We paid for labor \$52,000. To provide quicker transportation for samples in the inspection for samples in the inspection dep't we have bot an automobile.

We have been investigated on every hand for the high or low price of wheat. Document 1271 however gives the Boards of Trade a clean bill of health, and Sec'y Houston says it is a wonder so vast a business can be conducted on so small a margin. But he slaps at the country elevator man. The iniquitous practice of hedging purchases seems to be smiled upon by the administration at this time, but let the them it words to destroy the but last March it wanted to destroy the "damnable practice." Undoubtedly there are evils connected with future operations, but if, in order to eliminate them we must destroy the system, I think they should not be done away with, as the grain business would pass into the hands of a few rich men.

The Missouri legislature has asked that our patrons' grain be properly weighed. The Kansas City Board of Trade is inter-The Kansas City Board of Trade is interested only so far as your own interests are concerned. We want your grain to come here and instead of having our name a stench with the Kansas shipper, we want you to say "I can get good weights at Kansas City." The grain business is beset with more difficulties and ness is beset with more difficulties and tribulations than any other. In closing 1 wish to extend to you a hearty welcome to Kansas City

Pres. A. H. Bennett: I thank the members of the Kansas City Board for the welcome extended the Kansas grain dealers. We like to come here, as we feel that Kansas City is largely our city and our market.

Within the last year Reaper Death has come upon our ranks only 3 times. We have been blessed with abundant crops, and these have been in great demand. Kansas has covered herself with glory. This is our 18th annual convention and we feel proud of the record we have

In the last year 31 new members have been obtained, and our membership now is the largest in history. But there is still much work to do; let us use the past merely as a stepping stone for the tuture. We must secure more equitable legislation in at least two bills, in which we are immensely concerned, compulsory inspection and the branding of feeding-stuffs. The feedingstuffs bill I am glad to say will be killed. Other minor bills are pending but will undoubtedly meet with the same fate.

In all of our membership there has been only one instance where a man defaulted on a contract. This is an excellent demonstration of the high type of our members. I trust we will continue to live and grow until we are the standard

for all others.

Sec'y E. J. Smiley, Topeka: The year 1914 will long be remembered on account of the big yield of wheat, Kansas producing a fourth of the country's entire crop; on account of prices obtained; and on account of the carriers' ability to move this tremendous crop. At this time fully 34 of the 181,000,000 bus. of wheat produced in the state has moved out. Owing to the advance in prices the business has been very profitable, and many concerns have more than doubled their capital stock. Only one firm out of our entire membership refused to fill contracts at the advanced prices, and it is unnecessary to mention that this firm was promptly expelled from the ass'n. The majority contracts being verbal makes this record more of a wonder.

More changes have occurred in ownership of elevators than ever before in double the time. The properties changing hands have done so at prices much above the cost of construction. on Jan. 1, 1914 we had 371 members; now we have 401. These members own 643 elevators. If every member would make a slight effort to increase our membership the number would be 500 before

All members do not fully realize what we are doing for their interest. The clder members will remember what they had to contend with years ago. If the members should withdraw their support trom this organization conditions would revert back 25 years. At our last meeting a comite was appointed to look after

reinspection at Kansas City.

At present 6 bills in which every grain dealer should be interested are before the legislature. House Bill 165 by Hart is the legislature. House Bill 165 by Hart is an act relating to the inspection, weighing, grading and storing of grain, and provides that inspection shall be at the option of the owner. House Bill 284, by Hart is an act for the protection of shippers of grain and seeds. House Bill 649 by Hart requires the railroads to notify a consignor of leaky cars, and we hope a consignor of leaky cars, and we hope to secure its enactment. House Bill 581 by Hart seeks to amend the placing of fire escapes on grain elevators. House Bill 590 by Wilmoth would make it un-Bill 590 by Wilmoth would make it uniawful to manufacture, sell or offer for sale misbranded or adulterated feed. All manufacturers of feed must send to the college at Manhattan for an analysis of their product which is not justified, as the price of this analysis must be passed on to the consumer. It is well to advise the public of what they are buying, but when it is only pure corn or other grain. when it is only pure corn or other grain that is ground up why should we pay money to Manhattan for an analysis? House Bill 537 provides that grain elevators and feed mills shall not be comvators and feed mills shall not be compelled to pay the annual registration fee required under the old law, and we should work for its enactment.

Our district meetings for the last year have been well attended and the costs of handling and distribution have been fully

handling and discussed.
Following the Sec'y's address Wm. Murphy of Kansas City announced that the Kansas City Board of Trade had provided an evening of entertainment for the visitors, to be held in the Coates bandle that Thursday evening. Mr. Murphy, quet hall Thursday evening. Mr. Murphy, with J. L. Root and F. E. Essex made up the entertainment com'ite.

Terminal Markets.

E. D. Bigelow, Kansas City: The subject of terminal markets is too broad to be covered fully in an address. Grain markets can only be successful at important milesed on the successful at important milesed on the successful at impormarkets can only be successful at important railroad centers and it is necessary that there should be ample storage facilities. There must be an organization of men acquainted with the grain business and possessed of ample capital. Terminal markets require big banking facilities. The organization must have strict rules requiring absolute fairness as the integrity of the ass'n must be maintained. Honest differences will occur, and these are generally settled by arbitration. Un-

New Officers of Kansas Grain Dealers Ass'n.



Left to Right-Director R. A. Braik; V.-Pres. F. W. Gaunt; Pres. F. A. Derby; Sec'y E. J. Smiley and Director O. P. Ellis.

der the rules at Kansas City a nonmember can demand arbitration as well as a member.

Warehouses must be of concrete, or other fireproof construction. The rate cf insurance at present is \$1.60 per \$1,000 per annum on these structures, compared with \$25 on the wooden structures. Terminal markets must have thoroughly established inspection and weighing dep'ts established hispection and weighing dep to with honest men in charge, and warehouse receipts must be registered. It is also necessary to have a future market to give an opportunity to hedge future purchases or sales. The commission man on the floor stands in the place of the control of the signor, and his duty is to protect the interests of his principal. He must see that the cars are switched and unloaded promptly, enabling him to make prompt returns. He must also help the consignor with his railroad claims, and their

It is the duty of all grain ass'ns to prevent vicious bills from becoming laws. These bills are drawn by men without experience. Terminal markets gather information pertaining to the grain situa-tion all over the world, and can thereby tion all over the world, and can thereby draw from those sections having a surplus and supply the overage where it is most needed. The public has a right to demand efficiency in these matters. The Kansas City Board of Trade is ever ready to give you every possible assistance at all times.

Charles Onion Society Comp. Description

Charles Quinn, Sec'y, Grain Dealers Nat'l Ass'n: I am interested in the troubles of the Kansas City Board of Trade and the Kansas Grain Dealers' Ass'n. There are actually 117 bills now pending before Congress, relating to the grain

The Pomerene bill was then explained The Pomerene bill was then explained in full by Sec'y Quinn, who stated that Judge Adamson had twice pigeon-holed the bill, showing thereby that he had not the interest of the people at heart. The Grain Grades Act he explained, is now in the Senate and Senator Gore of Oklander in the Senate and Senator Gore of Okia-homa is ready to report it, but as the present Congress goes out of existence on Mar. 4 and the bill is one of the last on the list, it is hardly possible that it will be reached before that time. The matter of defaults in contracts, at this time of greatly fluctuating prices, was referred to by the sec'y who said that of the 900 members in the national ass'n not one default had occurred. The grain trade should be taught the value of a contract. Formerly a grain dealer would no more think of shipping his grain to an unknown market than he would think of shipping. market than he would think of shipping it abroad, but the organization of various ass'ns has overcome this and he can now

consign it to any market of the country with safety

Before adjournment of the Wednesday session Sec'y Smiley asked that all of those present who were personally ac-quainted with their representatives at Topeka call them at once on the telefone and request the passage of House Bill Twenty members promised.

Thursday Afternoon Session.

H. D. Driscoll, Com's ner Topeka Traffic Ass'n, was the first speaker of the afternoon, opening proceedings with his paper on transportation. He said:

Transportation Problems.

Transportation gives rise to industry, commerce and business, and brings together the right things into the right places, with marvelous results. Transportation builds or unbuilds cities. It enters not the success or failure of every enterprise.

Into the success or failure of every enterprise.

Before the recent amendments to the Interstate Commerce law a mighty power controlled the transportation in the United States. Every industry paid tribute. It dictated the price to the fruit grower in California, the cotton growers of the south, and the manufacturers of New England. It dictated the price on wheat, corn, and all other grain. This mighty power was unjust freight rate discrimination, now gradually being eliminated.

A grain dealer knows that the price of an article depends upon its transportation cost. Transportation gives to most goods their value; it is the largest single item of expense in the world, costing more than two billion dollars annually. Transportation is the connecting link between production and consumption. Every dollar lost in freight charges by either the carrier or the shipper is wasted money. If the freight charges are too high, the shipper loses, and if too low, the carrier loses. You should decide whether the rates are reasonable, remunerative or discriminatory.

The law places upon the shipper the burden of investigating rates before ship-

sonable, remunerative or discriminatory.

The law places upon the shipper the burden of investigating rates before shipments are made. There are many special charges to be taken into consideration, such as milling in transit, elevation, switching, demurrage, reconsignment, and out-of-line charges. When these are considered, with the different routes which may be used, the problem becomes inconceivable.

It would take a man two hundred years to read them once. During an average 10-day period the number of advances in freight rates were 15,000 and reductions 29,000, making 400 changes every twenty-four hours.

One dollar will carry one ton of freight

four hours.

One dollar will carry one ton of freight four miles on an unworked country road. It will carry the same ton 10 miles on good roads; 127 miles on the average railroad; 1,500 miles on a navigable river, and 3,000 miles on the high seas.

If through the improvement of dirt roads in Kansas, wheat could be brought from the fields to the railroad for 1c per buless than it can now be handled a saving of \$1,800,000 would result to the farmers.

Transportation by water is gradually coming into its own. River traffic is generally local. Investigation develops that 100 miles is the maximum distance for any steamboat on our rivers, and the average speed is 6 miles an hour. Freight rates

vary greatly with the character of the goods. On wheat the water transportation charge is from three to fifteen per cent of the farm price. Commercial conditions will force Kansas City and Kansas to use rivers more to compete with the men who are now using them.

The cost of transporting wheat from Duluth by the Great Lakes to Buffalo is 1c per bu. This threatens to bankrupt the milling interests at Minneapolis, and those cities are now looking to the Mississippi River for relief. A line of barges down the Mississippi to New Orleans, to compete with Buffalo, is now planned.

The average movement of freight on United States rallroads is about 20 miles per day. Many of the water barges will run ten miles per hour.

Before the rivers can be used for the movement of wheat it will be necessary to further improve them, but improvement at the hands of the Government is not advocated. Many questions, puzzling alike to carriers and shippers, arise in transportation. What becomes of your grain where there is a variation of 50 bus. In the weight at shipping point and destination, when car is free from defects, the seals undisturbed, and no evidence of leakage? Shippers are responsible for many losses, and especially losses sustained through erroneous routing or through presenting claims not properly supported by the initial or destination carrier. Erroneous routing shown on Bs/L is responsible for as many overcharges as all other causes combined. It is better to omit routing instructions when in doubt, If the carrier sends a shipment over a more expensive route than is otherwise available the shipper is entitled to recover the difference.

The four months clause in the B/L has brought grief to many. Shippers and consignes have evaluanced numerous letters.

per is entitled to recover the difference.

The four months clause in the B/L has brought grief to many. Shippers and consignees have exchanged numerous letters relative to losses until the four months period of filing claims is up, and, even though the carriers admit liability, they are prevented from making settlement. In many cases, rates admitted to be excessive have not been brot to the attention of the Interstate Commerce Com's'n until the expiration of the two-year limitation provision. Shippers are losing money by falling to investigate the agreement plan with respect to demurrage. You have not the time to assume responsibility for the handling of these matters, but have displayed wisdom in associating together, not only for this week, but for 52 weeks in the year, to be of assistance to one another.

Future of the Ass'n.

Paul Bossemeyer, Superior, Neb.: Not long ago the grain dealers did not know each other except by sight, and the result was ruinous and cut throat competition. Conditions at terminal markets were especially bad, and it was impossible to handle grain at a profit. In 1896 the Kansas Ass'n was organized at Holton, by 7 men, for the purpose of improving weighing conditions at Kansas City. A few weeks later the membership had increased to 30. Six of the original 7 are still in business. Today our membership of 400 makes us the second largest ass'n, exceeded only by the Illinois organization. But we have the largest membership of independent operators and



The Number of Ladies Attending Kansas City Convention Was Larger Than Usual.

owners; 85 members are farmer co-oper-

ative organizations.

An ass'n however, can not be judged An ass'n however, can not be judged entirely by its membership but by its accomplishments. We have cause to feel proud of our ass'n because of the things it is doing for us. At the local meetings we exchange ideas with our competitors, and this friendly intercourse has created a feeling of brotherhood. One great service is the maintaining of our business of this control of the property of the pr ethics.

The grain trade has many important questions to solve in the near future. Railway companies for instance, think they must have additional revenue and grain, being the most important commodity will be expected to bear the large part of the burden. We want the rail-way companies to have more revenue if they are entitled to it but we do not want to bear more than our share of that

The government wants to assume the running of our business. Grades of corn running of our business. Grades of corn have already been established, and grades for other grains are to be established. The trade as a whole should have a hand in bringing about these changes. We must see that the changes are made in such a way as not to injure business.

The general public believes that the grain business is primarily an institution for speculation, and as grain men we must educate the public to a true knowledge of the importance to the producer and consumer of the country grain dealer and the service he renders. A step in the right direction would be the organiza-tion of a com'ite on general publicity which would distribute these facts in printed form to the country grain dealers, they in turn to supply the matter to their local country papers.

We should make an effort to increase our membership. A membership campaign should be started, but at a minimum of expense. If uniform grades are desirable, then equally desirable is a uniform system of measure or weights. the present system we must translate our weights into bushels, then back to pounds. We should not depend entirely upon our officers for results along these lines. Do something yourself, as just so much as you are willing to give, that much will you get in return.

Right of Way Leases.

A. Fulcomer, Belleville, Kan.: The question of leases on railroad rights of way was actually too deep for Sec'y Smiley so he put it up to me. I can not solve it, but I will read a few remarks on the subject. When the railroad companies built their lines thru our state they asked the people to vote bonds, and in many instances the bonds were sufficient to pay for the building of the entire railIn those days the railroads granted sites freely, or at \$1 per annum. Twenty-two years ago the Union Pacific charged \$1 a year for my elevator site, but this has been gradually increased until it is now \$20 a year for less than 1/8 acre of ground. In arriving at the price the railroad uses 6% of the value of the land, and have evidently estimated the ½ acreused by me as valued at \$555. I own a whole acre lying alongside of the railroad property which I would be glad to sell for \$400. for \$400.

I understand that all railroads have advanced the rentals of elevator sites and are using this money as a source of revenue. I recently purchased an elevator, paying the railroad agent \$1 for the year's lease. Shortly thereafter I got word from the railroad stating that \$9 was still due on the lease, and I could cither pay it or move. Then I got word that some corn cribs stood on ground covered by another lease, and \$5 was said to be due for that reason. I finally compromised with them at \$10 per year for both leases.

In the case of live stock a railroad will furnish all the ground needed, with yards and have even installed scales, water and an office free of charge. A car of stock shipped to Kansas City nets the railroad shipped to Kansas City nets the railroad about ½ as much as a car of grain and it must be moved in a hurry, whereas grain may not even leave the elevator siding for a week. I have had a loaded car standing on my track for 17 days. The elevator owner pays therefore unreasonable rates and an unreasonable rental as compared with the stock feeder.

Injustice of Feed Law.

Injustice of Feed Law.

A. L. Scott, Pittsburgh, Kan.: In Cromwell's time old men suffered amputation of their ears and laceration of their tongues because they did not pray according to the legally established prayer book. Even our own country had its Salem Witchcraft. But we live in a progressive age. Proscriptive laws are no longer in vogue. But there has appeared another form of intolerance. Class hatred is appealed to and politicians have enjoyed a fruitful field. The grain and milling industry has not escaped. Many of our laws are deserving in merit, and we welcome such laws as really benefit the consumer. We favor laws that will prevent fraud either as to quality or weights.

laws that will prevent fraud either as to quality or weights.

The Injustice of the present feeding stuffs law, however, is apparent. A fee of \$10 per annum is required from all elevators grinding chop. An additional \$10 is required for each kind of grain that is chopped or any mixture of such feeds. A country elevator may be taxed \$50 to \$75 per annum. These fees are reappropriated and go to the Feed Control Section of the Agricultural Station. Even corn branch without mixing of any kind, requires a \$10 feet. Poultry feed composed of cracked grains must be registered, bear a stamp tax (a relic of George III). Chemical analyses are required upon each package of all common feeds.

As a result of the operation of this law, the legitimate business man pays a fine to the Agriculture College because he is engaged in a legitimate business. More-

over, a chemical analysis required on such common grains as cracked corn, wheat, oats, barley, rye, kaffir, etc., is of no value to the consumer. If the present law is not radically changed, eventually the people will have to foot the bills. A tonnage tax has been proposed on the theory that it treats the big mills and the little mills alike, but such a theory will not stand the test of analysis. If every sack of feed sold in Kansas is compelled to pay a tonnage tax, however small, to a governing commission, or to the Agriculture College, it will yield an abundance of revenue—a tempting morsel for jobless politicians. Such a law would treat us all alike, but in the end would "skin us all."

There is no necessity from a public standpoint that salaried inspectors should be chasing round over the state inspecting such common stuffs as cracked corn, cracked wheat, cracked kaffir, etc. However, we would welcome a law that requires uniform packages of feed, 99 lbs. or 100 lbs. in weight, with a heavy penalty attached for anyone who short-weights or adulterates. Every manufacturer of feed should be compelled to either brand upon his packages or tag in plain letters the true contents and ingredients of each package. If it is composed of only one kind of cracked grain, let the tag read "Pure Corn (Thop." "Pure Wheat Chop," as the case may be. If mixed, let the tag plainly state the percentage of wheat, chop, oats, or kaffir. Authorize county attorneys to bring proscutions for violation of such laws. There should be uniformity of weights agreed upon by the various states of the Mississippi Valley.

As owners of chop mills, let us encourage our representatives in the legislature to pass stringent laws to prevent adulteration or short-weight packages, but let us protest against the present unjust law that fines legitimate business men.

The greatest danger to the American citizen today lies in the self-arrogated to public position, often arrogate to themselves powers never conferred by legislative enactment. Governing Boar

weighmaster H. A. Foss, Chicago: I have never heard a better paper than the one just delivered by Mr. Scott. The state of Iowa is trying to pass a law compelling the testing of scales by state inspectors twice a year at "\$5 a throw." The grain dealer should be able to test his own scales. The moment he permits he gislation to take hold of his interests he legislation to take hold of his interests he will have those interests neglected. Every business man, whether honest or dishonest will at least label his goods right, if for no other reason, on purely selfish principles.

Sec'y Smiley interposed at this point to outline in detail the proposition of state inspection, following which he asked for fuspection, following which he asked for questions or the views of others on the subject. Everyone present was opposed to compulsory inspection of grain and it was suggested that the Resolution Com'ite as soon as appointed, should put thru a mention convine the matter.

resolution covering the matter



More of the Dealers Attending the Kansas City Convention.

Betterment of the Grain Trade.

F. A. Derby, Topeka, Kan.:

F. A. Derby, Topeka, Kan.:

The questions of grades and delayed inspection are important, but grades would not seem so important if we bot our grain on the same grading rules that we must sell it. There are small abuses of the grain trade, which aggregate more loss to the shipper than any of the big questions for which our Ass'n has contended. A big item of expense is demurrage caused by your bank's delay in handling drafts with Bs/L. It is the custom to route drafts through any bank which they may owe and these banks in turn may send them to some other city and your car usually arrives at destination ahead of the draft. If every dealer would make his banker responsible for the demurrage caused by indirect routing of drafts, hundreds of dollars would be saved to the shipper every year. Another custom in banks is to charge exchange. Their regular draft forms are printed in such a way that exchange must be collected unless you erase "with exchange" from the drafts. Many dealers are having drafts printed, and the cost of printin- is saved many times in the years business.

Another minor item is this: Railroad companies have declined to pay claims if illed after 4 months from the date of the expense bill. Where returns are delayed over 4 months and there is a loss in transit, the buyer should be compelled to settle on shippers affidavit weights. The railroad ruling, refusing to consider claims if not filed previous to the 4 months time limit is arbitrary but as they are backed by the Interstate Commerce Com's'n, it is useless to make complaints.

Competition compells us to do some things we would not ordinarily consider

by the Interstate Commerce Com's'n, it is useless to make complaints.

Competition compells us to do some things we would not ordinarily consider but the other fellow does it, and we have to, to get the business. Just how far should we follow or meet our competitor? Is it right that competitors should dictate to us how we shall conduct our business? Why not meet these practices with a better price on a business basis? The storing of grain free of charge is very unprofitable, and often causes trouble when settlement time comes. Your competitor may ofter more for wheat than he should pay, consequently you lose a customer and receive nothing for storing the grain.

Most of us buy No. 3 wheat and corn at the same price as No. 2 just because our competitor is doing so. Every buyer should have a tester and grader and buy corn on its merits. Our corn if properly cleaned, would all grade No. 2 aside from the moisture. Every dealer could easily take a sample of corn and show his farmer just what per cent of foreign matter and rotten corn he is delivering. To my mind the corn grading rules are a big step in the right direction but they must be used to be appreciated.

The principle of buying all grades, at the same price is wrong. Grain ass'ns and Exchanges have made a great effort in the last few years to persuade farmers to be more particular as to their seed, but how

can better results be expected when grain dealers pay the farmer who delivers No. 3 or No. 4 wheat or corn, the same price as No. 2. It is wrong to the man who tries to sell good wheat. We realize that it is much easier to talk of correcting this evil than to do it.

If a grain dealer would build his business on the principle of paying more for good grain, he would have the business in the community that delivered the best grain.

Kansas shippers have abused the privilege given us by Kansas Clty dealers and brokers of wiring or 'phoning at their expense for information concerning the market. Everybody shoud pay for his own messages, whether buying or selling. Every dealer who would pay his own messages would at least be under obligations to no

Better accounting systems among country dealers would show just what it costs to do business, and what margin is actually due the grain buyer. One of the journals recently published some interesting statements, showing cost of operating elevators which handled only a moderate amount of grain. It costs 2c to 4c per but oown and operate an elevator. A dealer should not omit a charge for deterioration as every country elevator must be rebuilt every 20 years or less.

Suggestions I have received that I think

Suggestions I have received that I think are good and should be considered:
Obtain written contracts from the farmers, for defaulted contracts are an expense

ers, for defaulted contracts are
to the dealer.

Work in harmony and get acquainted
with your competitor.

Apply the golden rule in both buying and
selling grain.

Keep close watch on your scales and
small leaks, as these expenses absorb your
profits.

Com'ites.

Pres. Bennett next appointed the following com'ites, after the reading of which, the session adjourned, to meet again on Friday:

Resolution Com'ite: H. Work, Ells worth, J. M. Black, Lebo, and E. A. Fulcomer, Belleville.

Trade Rules Revision Com'ite: L. H. Powell, Wichita, A. L. Scott, Pittsburg, and F. A. Derby, Topeka.

Entertainment.

The entertainment com'ite consisted of Wm. Murphy, J. L. Root, and F. E. Essex. An elaborate banquet was provided Thursday evening and nearly 400 attended, including ladies. Menu cards printed in B/L style were distributed. The back of these cards was devoted to National Anthem, sung by everyone at the close.

Musical numbers were numerous, sin-

gly, in pairs and in quartets, or, as Mr. Murphy would say, "in fours, some singin' the high voice and others low." musician Mr. Murphy is a good grain man, and his "non-familiarity" with music furnished much laughter for the vis-

A "colored" string orchestra threw out rag time songs in bunches and closed its part of the program by changing from the frivolous to the more "touching" southern melodies. The colored brothers were much like the chameleon Mr. Dristant of the colored brothers were much like the chameleon Mr. Dristant beautiful when the little coll told about in his talk—when the little boy placed it on his dad's necktie the poor thing busted trying to make good.

Friday Session.

The meeting Friday afternoon was given over to general discussion on the subjects of free storage, advancing money to farmers and the liability of the grain elevator operator as a warehouse-man. Sec'y Smiley read the following copy of the paper prepared by J. C. Moh-ler, Sec'y of Agriculture, State of Kansas, on the future of the Kansas Producer and Grain Dealer. Mr. Mohler was to have read his paper at the Wedmesday evening session, but this meeting was postponed for various reasons, and important business engagements prevented Mr. Mohler from remaining until Thursday

Future for Producer and Dealer.

I believe the future holds more for the Kansas producers than for those in any other branch of industry. It is on agriculture that we all depend for sustenance. The farm will continue to rise in appreciation and the farmer enjoy still higher rating in public esteem. I forecast prosperity for the Kansas producer and grain dealer that will make the record of the past appear commonplace. Thus far the resources of Kansas have been only lightly scratched by industry, the natural order in the experimentation period of a virgin country. The real work of developing the agriculture of Kansas dates back only fifty years.

The development of a new region passes

virgin country. The real work of developing the agriculture of Kansas dates back only fifty years.

The development of a new region passes through several stages, first settlement and experiment. Standard crops are tried out. A system is developed based on one or more crops which prove the most profitable. This plan is continued either until conditions render a change necessary or until the soil is impoverished. Then more conservative types of farming are developed. Kansas is still readjusting her agriculture. Proclaimed by early explorers as wholly unsuited to agriculture, Kansas is now among the foremost farm states.

Wheat is the state's greatest cash crop.



Dealers of Six States Were Well Represented at the Kansas City Convention.

It is the chief export of the state's raw materials. We rank first in alfalfa, first in the sorghums, and high in corn, but it should be the aim to market these in the form of meat, milk and other stock products. We must not be carried away in enthusiasm because of our success with wheat, but should adopt methods that encourage greater diversity and more live stock. This will mean a more profitable agriculture. The Kansas farmers may depend upon a competence every year, whether the season be wet or dry. Farming will follow that will enrich the soil, and result in increased acre-yields. This does not mean that the wheat acreage should be decreased, but that more attention should be given to other crops, the silo and live stock. Wheat will always be one of our most important crops, as our soils are adapted to its production. In 1901, the yield was practically 100,000,000 bus., the record of America until 1912. In 1913 Kansas produced more wheat than her nearest competitor by 7,000,000 bus.

Last year's Kansas wheat crop will probably stand as the record for decades, or until we ourselves set a new mark.

Our agriculture twenty-five years ago was not nearly so flourishing; in fact, the annual value of our farm products is now two-thirds more, while the area in crops has increased only a little more than 50 per cent.

Our state has been enriched by the introduction of the grain sorghums. They have not only proven their worth in dry sections but in other parts as well. In 11 of the past 14 years kafir has returned a greater value to the acre than corn. Feterita was taken up promptly and cultivated, and last vear the income from this grain amounted to \$1,750,000.

Nothing better could happen to Kansas than to have her acreage of alfalfa, kafir and sorghum doubled in 1915. If this policy were pursued a shortage of Indian corn or of wheat would cause only the merest ripple.

We cannot go on raising wheat on the sme land year after year without paying the price in fertility utilized to make that crop. We must replenish

high. Where a man can produce 20 bus. of spring wheat to the acre he should easily produce 60 bus. of corn or 40 bus. of kafir. We can expect trouble from the hot weather and lack of moisture for a spring wheat crop. Spring wheat ripens later than winter wheat. Also, the seed is high and will cost \$2 or more a bus. It seems safe to counsel not to plant spring wheat in Kansas. Experience has taught that spring wheat fields were also the principal nurseries for the hateful chinch bug, and this of itself should make us wary about dabbling with these varieites.

Inquiries have been received as to the results if winter wheat were sown in the spring. I am advised by the Agricultural College that winter wheat will not make grain when planted at this time of the year. It simply stools out all over the ground and does not joint.

Until there are more farmers in Kansas the limit of wheat sowing in the state has been reached. Kansas will continue to set the standards in both its production and quality. The future is rosy for the grain dealers. If Kansas lives up to its opportunities in wheat raising, it follows that the grain dealer will continue in prosperity.

With increased land values, it is a greater task to maintain the percentage of profit. If the percentage is to be maintained it must be principally through better grain, decreasing cost of production, increasing yields, eliminating waste and cutting down the cost of marketing.

Sec'y Smiley also read a communication sent ass't grain inspectors of Kan-

Sec'y Smiley also read a communication sent ass't grain inspectors of Kan-sas by their chief, regarding the grading of wheat and the amount of weed seed found in that grain. This was as fol-

To Assistant Grain Inspectors:

To Assistant Grain Inspectors:

Dear Sir:

In quite a percentage of the wheat receipts from various localities, weed seed and other objectional matter is found. Realizing the difficulty in establishing rules that would cover all cases, inspectors will be governed as follows:

Wheat containing as much as ½ of 1% of the above and good enough in all other respects to carry the No. 2 grade should be so graded, but should you find a greater per cent than the above given, the wheat should be graded No. 3.

Wheat containing ¾ of 1% of weed seed and other objectional matter and otherwise good enough for No. 3 should be so graded, but if a greater per cent is found, then the car should be graded No. 4.

Wheat containing 1% and over should be graded No. 4 or sample, according to the amount it carries. More care should be exercised in arriving at a conclusion by taking several samples and passing them over sieves, etc., bearing in mind some parts of the car may carry more foreign matter than others.

Circular of State Board of Health.

Circular of State Board of Health.

Circular of State Board of Health.

"A great deal of complaint comes to this Department of the large amount of weed seed and other extraneous grain found in wheat, and I am reliably advised that wheat can be so threshed and screened as to be practically free from weed seed. The standards under the Kansas Food and Drugs law do not permit the presence of weed seed and other extraneous grain in 'significant quantities' and if seed is used

in any significant quantity, it is considered an adulteration under the law. Recognizing the fact that, perhaps, it is impossible, even with thoro screening, to keep out all of the weed seed, the Dep't has made a tentative ruling that if wheat (and this applies to any grade of wheat, as grades were not considered under the Food and Drugs Act) contains more than ½ lb. of weed seed or other foreign matter to the hu., such wheat will be considered adulterated, and the department will contest such adulteration in the courts. It is believed that this is a very liberal tolerance, and its reasonableness should be recognized by all grain dealers. The threshers have been notified of the ruling of this dep't."

The financial report of the Secy follows:

FINANCIAL STATEMENT-RECEI	PTS.
Bal. on hand Jan. 1st, 1914\$	560.73
Membership fees	432.00 558.00
Advertising and directories Dues\$4,623.10	330,00
Less exchange 6.35	
4	,616.75

Less exchange 6.3	
	- 4,010.75
	\$6,167.48
DISBURSEMENTS.	
Rent	.\$ 216.00
Printing	. 456.25
Incidentals, telephone, telegraph	,
etc	
Office supplies	
Postage	
Officer's expenses	
Stenographer	
Dues to the National Ass'n	
Membership fee refund	
Secretary's traveling expense	
Secretary's salary	
December 5 December 5 Transfer 1	
	\$5,619.38
Bal. on hand Jan. 1, 1915	. 547.S0

Report of Resolutions Com'ite.

RESOLVED, that this ass'n express its appreciation of the manner in which the Kansas City Board of Trade and its individual members have entertained us during our stay in their city.

RESOLVED, that this ass'n start a booster campaign for new members somewhat along the line adopted by the National Ass'n.

along the line adopted by the National Ass'n.

RESOLVED, that each and every member of this Ass'n be urged to write, wire or interview his Senator and Representative urging the enactment into law without amendment of House Bills Nos. 165, 537, 649 and 581.

RESOLVED, that the Sec'y of the Ass'n be instructed to take up with the attorney for the Public Utilities Com's'n the question of excessive charges for elevator leases on railroad rights of way and the authority or jurisdiction of such Com's'n to prevent same.

RESOLVED, that we favor and endorse House Bill No. 537 by Claudell and request its passage during the present session of the Legislature without amendment and that the Sec'y be instructed to send a copy of this resolution to the Governor and each and every legislator asking them to Support it.

Optional Inspection.

RESOLVED, that we are heartily in favor of optional inspection; that we do not



The Kansas City Convention Brot Out Many New Faces and Some New Signs,

The GRAIN CHERS JOURNAL

want compulsory inspection in any form and ask that House Bill 165 be passed without amendment during the present session of the Legislature. Be it further RESOLVED, that a copy of this resolution be sent to the Governor and each and every member of the Senate and House of Representatives with the request that they work and vote favorably to the passage of this bill.

Endorse the Central.

WHEREAS, it is already the custom in practically all of the territory west of Kansas to buy and sell grain on the cental rather than on the bushel basis, and WHEREAS, it is even now the practice in this territory to buy and sell cars of 60,000, 80,000 or 100,000 lbs. capacity, therefore, be it

RESOLVED that we approve and endorse RESOLVED that we approve and endorse a universal use of the cental system throughout the United States and respectfully request the National Ass'n and all State Ass'ns and all Boards of Trade to cooperate with us in securing its adoption, and that our Sec'y be instructed to communicate with the Secretaries of these other organizations sending each of them a copy of this resolution and requesting their co-operation with us in these efforts.

a copy of this resolution and requesting their co-operation with us in these efforts.

Leakage in Transit.

WHEREAS; complaint has been made by certain shippers of the State of Kansas that the claim agents of certain railway companies have been refusing to consider claims for shortage unless accompanied by leak reports, also that certain railway companies have been refusing shipper access to railway track scale weights and conductor's reports covering the movement of cars, and the practice of certain other railway companies of removing grain from overloaded cars in transit and selling same without notifying shipper, therefore, be it

RESOLVED that we the members of the Kansas Grain Dealers Ass'n hereby request that where positive proof of loading weights accompanied by shippers affidavit and all other terminal papers that claim agents consider claims for shortage in transit without being accompanied by leak reports, also that the railway companies shall promptly upon request of shipper furnish conductors' reports concerning movement of cars in transit. Further, whenever grain is removed from overloaded cars in transit by the railway companies that the shipper shall be advised at once of such removal.

Auditing Com'ite reported that it had the belief the accounts of the see'y and

Auditing Com'ite reported that it had checked the accounts of the sec'y and found them, together with his report, to

he absolutely correct.

Arbitration Com'ite made no report, no member of that body being present at the time.

The Trade Rules Revision Com'ite recemmended that a change be made in the arbitration rules, permitting the taking up of a grievance of any member in the state ass'n against any member of any other state ass'n, through the arbitration

Election of officers resulted as fol-

Pres., F. A. Derby, Topeka, Kan.; Vice-

pres., F. W. Gaunt, Alton, Kan.; Sec'ytreas., E. J. Smiley, Topeka, Kan. Directors, C. A. Geiger, Robinson, 1st district; R. W. Dockstader, Beloit, 2nd district; R. A. Braik, Erie, 3rd district; reelected; L. H. Powell, Wichita, 4th district; Paul Bossemeyer, Superior, Neb., and O. P. Ellis, Ayr, Neb., re-elected as directors from the state of Nebraska. Convention adjourned.

Convention Notes.

No. Room 101 was not intended for sleeping purposes.

Hugh Baker attended the convention from Burlington, Colo.

Croysdale Grain Co., Kansas City, Mo., provided visitors with a "singing bird"

Texas sent P. A. Crane and Elbert G. Rall of Fort Worth, and L. F. Cobb of Plainview.

The Hinds Grain Co., Kansas City, Mo., distributed a combination lead pen-

Donaldson & Co., of railroad claim collection fame, distributed a nickel match box which met with much favor.

Some shippers who grabbed up a lot of wheat "just to pay the expenses of the trip" borrowed money to get home.

The "Sacond von" of Knute's Buke was in great demand and William Muraham was the sacond with the contract of t

phy was busy handing out the popular

Fitz of the Kansas State Agricultural College came down from Manhattan to get the ass'n's attitude toward the feedingstuffs registration.

Identification badges were supplied by the Grain Dealers Fire Ins. Co., Indian-apolis, Ind., with M. P. Bartlett, F. S. Rexford and J. T. Peterson in charge of registration.

Nebraska was represented by Geo. S. Austin, Orleans; O. P. Ellis, Ayr; Geo. H. Hayes, Hebron; Paul Bossemeyer, Superior; D. C. West, Wyoming; E. A. Rhodes, Howe; O. C. Thomas, Danbury.

Sec'y Bryant of the Missouri Grain Dealers Ass'n was an interested, tho nervous visitor on Wednesday. The following day he announced his resignation as sec'y, to be succeeded by J. A. Gunnell, Gorin, Mo.

Supply men present were L. B. Graham and H. R. Miller of the Richardson Scale Co.; Walter C. Peak; J. C. Power; F. J. Murphy, Invincible Grain Cleaner Co., and R. M. Van Ness, R. M. Van Ness Construction Co.

Sec'y Smiley threatens to call the next meeting at a little country town without even a "jitney show" attraction, believing the attendance at meetings will be greater. Only 12 dealers were on hand when the first night's session was to have been called.

Wichita sent H. L. Strong, the B. Strong Grain Co.; W. H. Hastings; Edw. Kelly, E. Kelly Grain Co.; E. M. Ekin; W. J. Pullman; L. H. Powell, L. H. Powell & Co.; J. A. Woodside, Woodside Smith Grain Co.; Clark Burdg and S. P. Wallingford, Wallingford Bros.

The White Star Co. displayed elevator plans in a suite of rooms at the convention headquarters. Booklets were distributed containing pictures of 36 elevators built by the company. The representatives in attendance were A. C. Rynders, Warren Myers, Mrs. B. E. Means, and Miss Reed.

Missouri delegates included J. W. Boyd, Joplin; A. C. Bunch, St. Joseph; Roy Clark, Weston; L. B. Gordon, St. Joseph; A. J. Mann, Montrose; H. Misselman, Jamesport; A. G. Sullivan, Nevada. The St. Louis delegation included R. P. Annan, Jr.; Henry Wise, Jones-Wise Com's'n Co.; J. O. Ballard and J. O. Geisel Geisel.

Oklahoma furnished a large number of Oklahoma furnished a large number of delegates, among them being Roy Sappington, Supply; C. W. Antis, Woodward; C. E. Ramsey, Lahoma; F. Straughn, reptg. J. Rosenbaum Grain Co., Oklahoma City; W. M. Randels, Enid; G. M. Cassidy, Tonkawa; O. W. Hutchinson, Shattuck; F. L. Kroutil, Yukon; C. R. Latto, Beggs; D. C. Kolp, Oklahoma City; J. B. Geis, Guthrie.

The San-O-Zone Chemical Co., Kansas City, Mo., distributed little "Rat-Swat" novelties advertising its 98%-active compound. The product, it was said, not only killed the rats but cremated them as well. One argument of its strength, told at the convention, was that a local policeman had "grafted" as the convention of can and, taking it home, placed it in a drawer. Upon his return home the next night his wife was missing, and not a sign has been seen of her since.

Among the ladies present were Mrs. Burroughs, Plainville; Mrs. T. J. Byrnes, St. Marys; Mrs. J. J. Comer, Willis; Mrs. J. H. Dougan, Topeka; Mrs. H. B. Dougan, Perry; Mrs. J. O. Dougan, Harveyville; Mrs. L. F. Dougan, Belvue; Mrs. F. A. Derby, Topeka; Mrs. Geiger, Robinson; Mrs. C. O. Hugos, Norway; Mrs. E. B. Sewell, Topeka; Mrs. E. J.



During the Kansas City Convention the Grain Dealers Were Saying Things About the Market.

Smiley, Topeka; Mrs. E. Wood, Minneapolis, Minn.; Mrs. H. Work, Ellsworth; Mrs. W. O. Woods, Liberal.

A number of private entertainments were tendered the visiting dealers includwere tendered the visiting dealers including theater parties, card parties and luncheons. Goffe & Carkener gave a luncheon party the first day to 35 dealers and their wives. Notwithstanding the fact that these little "side-shows" cut into the attendance at the regular sessions, they were immensely enjoyed by the visitors. visitors.

the attendance at the regular sessions, they were immensely enjoyed by the visitors.

Among the Kansas shippers present were: J. E. Andrews, Carden; C. E. Allen, Kensington; P. N. Allen, Coffeeville; A. F. Allen, Huron; F. K. Barrett, Winifred; R. A. Braik, Erie; C. F. Blauer, Speed; D. W. Becker, Meriden; B. F. Blaker, Pleasanton; J. M. Black, Lebo; Frank Barnes, Elk City; L. W. Beckey, Salina; T. J. Byrnes, St. Marys.

W. H. Connett, Axtell; C. C. Conner, Circleville; D. S. Coleman, Oneida; J. J. Comer, Willis; M. Chamberlain, Beverly; F. A. Derby, Topeka; G. W. Douglas, Athol; R. W. Dockstader, Beloit; J. H. Dougan, Topeka; H. B. Dougan, Perry; J. O. Dougan, Harveyville; L. F. Dougan, Belvue; J. M. Decker, Concordia; J. B. English, Cimarron; W. C. Evans, Schroyer; J. W. Falkner, Belvue; J. F. Futte, Deerfield; Sheldon Frey, Sylvan Grove; E. A. Fulcomer, Belleville; F. B. Fulton, Agenda; S. W. Grubb, Dellvale; N. E. Gailey, Atwood; F. W. Gaunt, Alton; Joe P. Glandon, Salina; F. E. Goodrich, Topeka; Samuel C. Groth, Ellsworth; M. S. Graham, Zurich:

Geo. W. Huscher, Concordia; J. P. Horney, Brewster; H. H. Hinerman, Brookville; W. T. Hacker, Elmo: W. I. Hammel, Moran; H. Huge, Tampa; C. O. Hugos, Norway; F. A. Higley, Cummings; Geo. B. Harper, Silver Lake; S. E. Hunt, Wellsville; John Hughes, Culver; Wm. Hossack, Delphos; R. E. Harrington, Baker; B. A. Holt, Barnes; J. Heinen, Wetmore; J. Jacobson, Formosa; J. J. Kuhlman, Bonita; B. C. Kenyon, Bogue; A. C. Klaumann, Cuba; C. D. Kinnear, Powhattan; F. B. A. Holt, Barnes; J. Heinen, Wetmore; J. Jacobson, Formosa; J. J. Kuhlman, Bonita; B. C. Kenyon, Bogue; A. C. Klaumann, Cuba; C. D. Kinnear, Powhattan; F. B. A. Holt, Barnes; J. Heinen, Wetmore; J. Jacobson, Formosa; J. J. Kuhlman, Bonita; B. C. Kenyon, Bogue; A. C. Klaumann, Cuba; C. D. Kinnear, Powhattan; F. B. A. Holt, Barnes; J. Heinen, Wetmore; J. Jaker; H. M. Lloyd, Sterling; G. C. Layne, Asherville; C. H. Morgan, Louisburg; J. D. Mead, Ft. Scott; W. H. Mikesell, Rydall; J. Maulsby, Kensington; J. N. McKin

Ellis;
Paul Noble, Hutchinson; Jesse Nebergall, Hutchinson; Gus Oswald, Haviland L. C. Pilcher, Miltonvale; L. M. Pratt Wetmore; M. W. Peterson, Jetmore; C. L. Parker, Topeka; T. C. Pease, Pittsburg;

J. Robinson, Fotter; T. F. Ryan, Muscotah; W. N. Reckeway, Girard; A. F. Roberts, Sabetha; T. B. Rooney, Minneola; J. Rawlins, Winfield; A. T. Rogers, Beloit; A. L. Scott, Pittsburg; Wm. Schrenkler, Gorham; C. C. Smith, Conway Springs; J. E. Stone, Zurich; John F. Stanton, Kackley; Charles G. Smith, Hutchinson; C. C. Sterrett, Kinsley; C. E. Sheldon, Everest; E. R. Smith, Joy sta. (Greensburg p. o.); E. M. Stull, Palco; R. M. Thomas, Effingham; C. B. Tripp, Centralia; M. P. Thielen, Lucas; G. E. Vining, Mahaska; L. J. Woodhouse, Lancaster; H. Work, Elisworth; W. O. Woods, Liberal; J. H. and R. A. Wolfe, Lewis; R. A. Ward, Liberal; Henry Westerman, Kensington; Perry S. White, Larned;

Occident Elevators in North Dakota and Montana

The accompanying illustration is of the Occident elevators built for the Occident Elevator Co. of Minneapolis, Minn., at Stipek, Intake, Sidney, Wibaux and Shepherd, Montana, and at Foxholm, Halliday, Dunn Center and Kildeer, North Dakota. Each of these nine elevators are fully equipped with all modern facilities for handling grain at minimum. ties for handling grain at minimum amount of expense for power and labor. amount of expense for power and fabor.
Each house has an actual capacity of 35,-000 bus., with 15 bins, 1 leg, manlift, standard make of cleaner, 10 horse power gas engine, 2 strand rope drives, platform dump scales in driveway and 100 bu. hopper scale on the ground floor for weighing out. A combination office and engine room adjoins the elevator, in accordance with mutual insurance regula-

The Montana houses are covered with grade "D" lapsiding, galvanized iron on all corners and the roofs covered with No. 26 gauge standing seam roofing. The Dakota houses are covered with grade "D" lapsiding, galvanized iron on all corners and the roofs covered with *A* red cedar shingles. The engine rooms and offices at all points are covered with galvanized iron on the outside, the inside being covered with iron ceiling.

being covered with iron ceiling.

The elevators are all painted with two coats of Special U. S. Indian red paint. At all Montana points are large flour warehouses for the storage of Occident flour for distribution to the country tributary to each station. All North Dakota points have flour warehouses and coal sheds of 160 tons capacity.

All of these elevators were recently completed by T. E. Ibberson and are now enjoying a good business.

enjoying a good business.



Occident Elevators in Montana and North Dakota.

Grain Carriers

An EMBARGO on grain for Newport News, Va., was placed Feb. 12.

An emrabgo on oats for export is reported to have been placed at the ports of Boston and Newport News.

FOREIGN BUILT VESSELS admitted to American registry since enforcement of the act of Aug. 18, 1914, number 129 with a total tonnage of 465,740.

HERB BROS. & MARTIN, grain dealers of Pittsburgh, Pa., have filed a protest with the Interstate Commerce Com's'n, alleging excess demurrage charges by the P. C. & St. L. Ry

PENNSYLVANIA RAILWAY has lifted its embargo on grain to Baltimore, including the export wheat. Corn for domestic consumption however, will remain on embargo for the present.

Total car surplus on Feb. 15 was 227,-473, compared with 211,960 a year ago. The total shortage Feb. 1, 1915 was 832 compared with 2,282 on the same date last year and 2,229 on Nov. 1, 1914.

THE ORDER of the Louisiana Railroad Com's'n compelling railroads within the state to switch cars to and from other roads free of charge, has been declared void by the United States Supreme Court.

The Lake B/L matter will be discussed at Cleveland, Feb. 27 by the shippers and vessel owners, in a third endeavor to find a suitable B/L. Geo. A. Schroeder will represent the Milwaukee Chamber of Commerce

INTERSTATE COMMERCE COM'S'N heard complaints of the T. B. Hord Grain Co., Kansas City, Mo., on Feb. 17, against the U. P. Ry., alleging that the U. P. rate on grain from Platte river points is much higher than that of the C. B. & Q.

INTERSTATE COMMERCE COM'S'N authorized the Great Northern Ry. to establish the same rates on grain and flaxseed from Billings, Mont., to St. Paul. Minneapolis, Chicago, and St. Louis as are in effect on the Northern Pacific.—P.

KENTUCKY RAILROAD COM'S'N has releved the L. & N. Ry. of the long and short haul rule, as a result of that road's agreement to give a 16c rate instead of the old 21c rate on hay to Central City. The Cincinnati Grain Co. was complain-

ADVANCE in the Buffalo rate on grain and grain products by lake has been made by the railroads under authority of the eastern 5% decision. The railroads bave also filed tariffs, to become effective Mar. 25, calling for a similar advance in the lake and rail rate on all traffic.

THE PROPOSED INCREASE joint reshipping THE PROPOSED INCREASE Joint resnipping rates on wheat, corn and other articles taking the same rates in carloads from Omaha, and Council Bluffs, via Mexico, Mo., to stations in Illinois on the C. & A. Ry., have been found not justified by the Interstate Commerce Com's'n and the suspended tariffs ordered cancelled.

FURNISHING of cars is under the jurisdiction of the Interstate Commerce Commission, according to an opinion given Feb. 20 by that body in the complaint against the Illinois Central Railroad Co., holding that a carrier must do more than provide itself with sufficient equipment for the slack period, and must assume the burden of explaining or excusing its failure to furnish cars.

Participation of the Gulf & Southern Steamship Co., in the cancellation of thru rates applying on grain and grain products from Ohio and Mississippi crossings, via New Orleans, has been suspended by the Interstate Commerce Com's'n, which recently held a hearing in the matter at Tampa, Fla.

REPRESENTATIVES of the Nashville grain trade appeared before the Interstate Commerce Com's'n at Washington Feb. 13 asking for a final hearing before order was entered against re-shipping at Nashville. In order to fill outstanding contracts and clean up stocks the delegates requested that no order be put into effect until July.

The McCaull-Dinsmore Co., of Minneapolis, has complained to the Interstate Commerce Commission against the rate of the Great Northern of 15½ cents per 100 pounds on corn from Sioux City to St. Joseph, claiming the rate should be 13¾ cents. A refund of \$15 on account of excess charges on previous shipments is asked.—P.

The Pere Marquette Ry, is proposing advancing the minimum weight on oats from 48,000 lbs, to 60,000 lbs. It is a generally known fact that the Michigan elevators, to which the road caters, are not equipped with large bin room for oats and the increasing of the minimum would mean in many instances, that operators would be forced to rebuild part of their plants.

The Updike Elevator Co., and the Merriam & Millard Co., Omaha, have complained against the rate of 59 cents per 100 pounds by the Chicago, Rock Island & Pacific on grain from Omaha and South Omaha to Arizona points. It is said the rate should be 55 cents. A refund of \$938 on previous shipments is asked by the Updike Co., and \$1,106 by the Millard Co.—P.

THE SUPREME COURT on Feb. 23 authorized the Interstate Commerce Com's'n to award damages to Henry E. Meeker, a New York shipper, against the Lehigh Valley Railroad, even tho some of the claims date back to 1900. The amount involved is \$116,000. This interpretation is based upon the Hepburn rate law and demands that the claims be filed before Aug. 28, 1907, the date upon which the act went into effect.

INTERSTATE COMMERCE Com's'N held a hearing at Chicago the first week in February on the car spotting charges of eastern railroads and has announced that further hearings will be held on the subject at Cincinnati, Cleveland, Pittsburgh, Boston and New York. The hearing at Chicago was confined to tariffs in Indiana, Michigan and Illinois, and the railroads did not introduce any testimony as to the reasonableness of the charge.

Interstate Commerce Com's'n has permitted trans-continental railroads to establish certain commodity rates from eastern points to the Pacific coast, lower than the rates to intermediate points in some instances. This is done to meet new traffic conditions arising with the opening of the Panama canal. The order permits railroads to carry carload freight from eastern to intermediate points for 15 to 35c more than from Missouri River stations to the same points. With the lowering of thru rates from points east of the Missouri River to the Pacific coast manufacturers in the central section are able to compete with those further east who enjoy all water rates to that territory thru the opening of the Panama canal.

INTERSTATE COMMERCE Com's'N heard complaint recently of the Philadelphia Commercial Exchange, charging that the P. & R. and Pennsylvania Rys. are discriminating in favor of New York in the matter of grain exports. The rate of direct loading from elevators to vessels at Philadelphia is %c per bu., with 20 days free storage, while the rate at New York is ½c, with 10 days free storage and a charge of %c for every five days the grain remains in the elevator over the 10-day period.

Canadian Pacific Ry, has asked the Railway Com's'n for authority to increase demurrage charges on shipments of grain from the west when cars are permitted to stand over at terminal points. The company asks that at the end of 72 hours from the time of arrival of car it be allowed to charge \$1 per car per day for the first 2 days, and \$2 per car for each succeeding day. Grain dealers of Montreal, headed by W. H. D. Miller, press. Corn Exchange Ass'n, are opposing the railroad's request.

INTERSTATE COMMERCE COM'S'N has scheduled the following grain hearings: Cincinnati, Feb. 19, Examiner Bill, rates on grain milled in transit at Lawrenceburg, Ind.; Fort Worth, Tex., Feb. 26, Examiner Barclay, export rates from station in Colo. and N. M. to Galveston and other gulf ports; Omaha, Feb. 27, Examiner J. E. Smith, rates on grain to certain stations in Oklahoma. Minneapolis, Mar. 8, Examiner Smith, lake and rail rates on grain products and seeds from Minneapolis to Buffalo.—P.

I CONSIDER the Grain Dealers Journal invaluable to a man in the grain business and do not wish to miss a single copy.—
W. E. Munson, mgr., Richland Farmers'
Elvtr. Co., Richland (Pleasant Plains p. o.). Ill.

I AM WELL PLEASED with all the departments of trade news in the Grain Dealers Journal and am very much interested in the Supreme Court Decisions and the Asked-Answered columns.—G. H. Shoutz, Parkers Prairie, Minn.

A Small Concrete Elevator.

Cement lends itself so readily to the construction of building forms of different shapes, it is but natural that country grain dealers, in their search for fireproof structures, should adopt reinforced concrete bins and tanks in ever increasing number.

One of the latest reinforced concrete elevators completed in Illinois is a four, tank elevator built by C. A. Quanstrong for Alfred Fowler at Herbert, Ill. Each of the tanks has a hopper bottom, so that grain readily flows to boot of the leg standing in the large interspace between the bins. Each tank is 12 ft. in diameter by 40 ft. high, and its 6 in. wall is reinforced with twisted steel bars. Each tank has a cement roof. The tanks are connected by a reinforced concrete wall, which extends to the ground on two sides and only part way down on the other side.

The one leg can drop grain direct into either of the four bins or into car, power being supplied by an 8 h. p. gasoline engine. The cupola is constructed of wood, covered with iron, while the office adjoining the tanks is constructed entirely of reinforced concrete, with cement roof. It is quite unusual to find a cupola constructed of combustible material, especially where the rest of the elevator is of concrete. The extra expense would effect a sufficient reduction in the cost of insurance to justify the use of only noncombustible material in the construction of the cupola.

The dump under the driveway is hoppered and grain is drawn to the boot with a drag chain. The sheller is on ground floor. Access to cupola is by ladder only.

RECEIPT issued by a public warehouse to cover a consignment of grain received for storage, is not such an instrument as is subject to tax, under the provisions of the Internal Revenue Act and therefore does not require the affixing of documentary stamps thereto.—Com's ner Osborn.



Reinforced Concrete Elevator of Alfred Fowler at Herbert, Ill.



BROOKLYN, IA., Feb. 15.—The amount of seed here is about the average. More clover is being sown.—Johnston Bros.

A PURE SEED BILL has been introduced into the Missouri State Senate by Sen. Buford and into the House by Rep. Gordon.

THE CANADIAN government will distribute 3,000,000 bus. of wheat for seeding purposes to homesteaders in the western provinces.

Faribault, Minn.—The Farmer Seed & Nursery Co. has registered the words "Silver Jewel," as a trade-mark, No. 74,284, for white dent corn.

Woodcliff (Fremont p. o.), Neb.—The Leshara Farmers Elvtr. Co. has announced that it will handle alfalfa and timothy seed in addition to grain.

CHAMBER OF COMMERCE, Bartlesville, Ckla., has advanced money for the organization of a seed farm, home grown and guaranteed seed to be furnished growers at cost.

CHICAGO, ILL.—The Illinois Seed Co., Chicago, Ill., has registered the word "Trumpet" and the representations of a trumpet, as a trade-mark, No. 81,667, for grass and field seeds.

SEED DISTRIBUTION reports from Alaskan settlers are given in Alaska Sta. Rpt. 1913. Some of the possibilities and drawbacks of Alaskan agriculture are also mentioned in the same report.

Kansas City, Mo., Feb. 13.—The last crop of alfalfa seed was light, but timothy and clover were both heavy. Spring wheat is in good demand and the prospects are for a big season in 1915.—Missouri Seed Co.

COMMERCIAL TURKESTAN alfalfa seed is exported from Russia to practically all parts of the world, but E. Brown, in Dept. Agr. Bull. 138, 1914, says that wherever the seed is tested in Europe it gives very poor results.

Toledo, O.—Clover has covered a much wider range this week than for some time past, the price range being 40 cents. Prices fell under nine dollars on free offers and weakening by holders. They recovered with better demand. Friday's shipments established a record. Total week's shipments were very large.—Southworth & Co.

ILLINOIS PRODUCED 57,405 bus. of timothy seed, 42,409 bus. of clover seed and 15,362 bus. of millet seed in 1914, compared with 83,986 bus. of timothy seed, 40,478 bus. of clover seed and 20,472 bus. of millet seed in 1913. Illinois produced 106,598 bus. of castor beans on 5,919 acres in 1914, compared with 106,722 bus. on 5,929 acres in 1913.

CHICAGO received for the week ending Feb. 20 626,000 lbs. timothy seed; 618,000 lbs. clover seed; 601,000 lbs. other seed; 7.000 bus. flaxseed; compared with 294,000 lbs. of timothy seed; 64,000 lbs. of clover seed; 172,000 lbs. of other seed; and 3,000 bus. of flaxseed for the corresponding week last year. Shipments were 455,000 lbs. of timothy seed; 434,000 lbs. of clover seed; 315,000 lbs. of other seed and 1,000 bus. of flaxseed; compared with 551,000 lbs. of timothy seed; 478,000 lbs. of clover seed; 634,000 lbs. of other seed, and no flaxseed for the corresponding week of 1914

ZANONI, WIS., Feb. 16.—Abundant rains lately made heavy coat of ice on flat spots in fields and will smother clover.—H. D. White.

HOUSE BILL 200, introduced into the Texas legislature by Reps. Dixon and Boner, would define and regulate the sale of agricultural seeds for planting.

House Bill 183, introduced into the Utah House of Representatives by Rep. Cannon would permit the furnishing of seed by county com's ners, on credit to farmers, but the county would take a lien on the land upon which such seed was planted.

REGINA BOARD OF TRADE has authorized its special com'ite to continue the work of investigating seed conditions thruout the Dominion of Canada. Much land was placed under cultivation last fall by farmers in many sections believing that plenty of seed would be available, and these communities, some of which are without funds, must be provided for.

ABOUT 75% of Canadian farmers grow their own seed grain. The remainder purchase their seed from neighboring farmers, grain dealers and seed merchants. The proportion of farmers who do not grow their own seed is largest in the newer parts of the prairie provinces and in Quebec, New Brunswick and Nova Scotia.—Geo. H. Clark, Seed Com's'ner, Dept. of Agriculture, Ottawa, Ont.

Birmingham, Ala.—The Amzi Godden Seed & Grain Co. incorporated; capital stock \$20,000; incorporators and officers, R. F. Lovelady, pres.; W. J. Love, vicepres.; F. G. Macke, sec'y, and S. R. Batson, treas. D. P. Durban is mgr. The company took over the business and good will of the old Amzi Godden Seed Co., well known thruout the state and in the south, having been established 58 years ago by Auzi Godden. The new firm will do a wholesale and retail seed and poultry supply business.

Roswell, N. M.—Sudan grass seed is popular at present and there will probably be a considerable acreage of this, otherwise there would be no change. We look for a great deal of trade with the advance of prices on food products and high prices for seeds and grain which encourages market gardening and the making of small gardens by householders. Stocks of clover seed, alsike, timothy, alfalfa and blue grass seed are not produced here in any quantity except alfalfa. The crop of alfalfa seed this year is very short and the demand will be strong with correspondingly high prices.—United Seed & Fruit Co.

Toledo received 1,370 bags of red clover, 311 bags of alsike, and 60 bags of timothy seed for the week ending Feb. 20; compared with 2,480 bags of red clover, 272 bags of alsike and 491 bags of timothy seed for the corresponding week last year. Receipts for the season have been 52,572 bags of red clover; 8,382 bags of alsike; and 29,229 bags of timothy seed; compared with 53,196 bags of red clover; 6,398 bags of alsike, and 26,487 bags of timothy seed for the corresponding period last year. Shipments for the week were 5,160 bags of red clover, compared with 3,096 bags for the corresponding week last season.

EUGENE BLACKFORD, president of the Baltimore Chamber of Commerce body, told the Senate Commerce Committee that the grain bill should beamended so as to allow the use in export of corn of the grade nomenclature which had been in use for forty years.—P.

From the Seed Trade.

LOUISVILLE, Ky.—Considerable inquiry is being made at present for field seeds and indications point to an early demand for clover. This is due to the large wheat acreage last year, usually followed by planting of clover or other grasses. This is the only place in the country where orchard grass is grown to a large extent, and the demand for that, and blue grass, will be large. Our clover seed comes mainly from the north and west. A material advance in timothy seed is noticed and red top has advanced to the highest point in years, bringing from 20c to 30c per lb.—S.

Des Moines, Ia., Feb. 16.—The demand for grass seed is about normal. Prospects are for a little heavier trade than last year in this market. In Iowa, there is more clover, and alsike than for several years. The country over, common clover is about normal, but alsike is in greater volume than usual. Native alfalfa is below normal in production. There will be seed enough to meet the demand without excessive prices until new crop seed can be harvested. Quite a little of the summer planting is done from new seed. Blue grass seems to be a heavy crop, with large stocks at all large markets, and we doubt if the demand will consume the supply this year. If any one item is in unusual demand, it is sweet clover. There is more inquiry, and perhaps larger sale than usual on this particular item.—E. T. Pierce, Iowa Seed Co.

Toledo, Ohio.—Clover seed broke thru the \$9 mark this week. Liquidation was in the air. Felt the full effect of small longs running. Approaching delivery day scared them. Sometimes it pays to run. Who knows? Perhaps they are right. Bears say they are. Think stocks in Toledo and other centers too large when it's known there is still a bunch back in the country, both at shipping stations and on the farm. Figure more seed will be liquidated and that many holders are willing to sell and take their losses. Our reports say it's coming out more freely in the country. All may not come to Toledo, but it is out where you can see it and will fill many holes that usually are filled by Toledo. Bulls say the worst has happened and market now more healthy, and will respond quickly to the taking off of hedges when new business results. Think the trade should wait until the spring demand develops and give the market a chance to feel the full effect of it.—J. F. Zahm & Co.

New York, N. Y., Feb. 10.—There are reports of prohibition of seed exports from the warring countries but regardless of these rumors, seed arrives in New York nearly daily and offers are on hand from Sweden, Denmark, Germany, France, and Italy. It looks as the in case the shippers on the other side want to ship, they can get proper Government permits which will allow them on special occasions to make the shipments. There are supposed to be large lots of red clover on the way from France, also white clover from Austria and alfalfa from all parts of the world, South America, Spain, France, Italy and Germany. The world is big and the sources of supply are not limited. All we have to do is to look for them. Of course, there will be a shortage of some articles, and prices a trifle higher, but we should not look for numerous high figures as it will prove to be bad policy. Sound business can only be done at moderate prices, and the big

market fluctuations are profitable sometimes tho not all the time.-I. L. Radwaner

LONDON, ENGLAND, Jan. 27.—Our market is firm. Transportation is a serious matter, goods taking as many weeks to arrive as days in normal times. Many samples of the fresh threshed yearling English red clover shows a higher per-centage of germination. New seed firm. Scarce White clover commands high prices. Alsike moves steadily: clean medium seeds are scarce and wanted. Kidney vetch is scarce and dear. and perennial ryegrass is firm with hardening tendency. There is also a strong market for timothy. All kinds of naturals are firm, high prices are asked for the small quantity of meadow foxtail and tall oat grass that has got through since the prohibition of export from growing centers. Rape seed continues to rise, and on account of the high price there is a demand for thousand headed kale. Referring to the recent order prohibiting exports of clover and grass seeds to certain neutral countries, the Government has granted licenses in some cases to ship orders taken before the prohibition. The French Government has also issued an order prohibiting the export of clover and grass seeds, but a license can be obtained for a moderate export to this country.—C. W. Le May & Co.

Imports and Exports of Seeds.

Imports, exports of domestic and re-exports of foreign seeds during Decem-ber, 1914, compared with December 1913, and for the year 1914, compared with the year 1913, as reported by A. H. Baldwin, chief, Buro of Statistics, were in pounds, as follows:

> IMPORTS. December, 1914. 1913. Year. 1914. 1913.

Castor beans 11,964 115,465 1,022,074 (bus.) ... Flaxseed

Flaxsed (bus.) . . . 618,610 1,549,579 12,084,970 6,580,154 Red clover. . 334,427 1,291,448 700,665 4,488,340 Other clover 840,138 1,910,514 1,555,008 12,268,929 Oth, grasses1,214,308 2,597,844 1,427,458 24,969,338

EXPORTS.

Clover2.072.772 658.604 6.659.971
Timothy ...2.639.952 1,567.257 13.548.907
Oth. grasses 926.384 425.352 4,666.000
Flaxseed (bus.) ... 37 19 23.684 13,548,907 13,542,705 4,666,000 5,062,473

EXPORTS OF FOREIGN SEEDS.

Clover 420 420 85,706



Beach & Simmers' Elevator at Albany, Ind.

Is an Elevator a Building or a Machine?

Recent efforts of the Illinois State Board of Architects to coerce grain elevator architects and builders in the taking out of a state license, is decidedly ridiculous, because none of the examinations ever required of any applicant for a license has included the designing or building of a grain elevator. Most of the examinations have been conducted on churches, dwellings or buildings generally erected by country architects, who know nothing of the construction, arrangement or operation of a grain elevator, and don't try to learn anything about it. It would be just as foolish to grant a surgeon's certificate to a man for passing an examination on the operation of a sawmill.

says that a building is anything which has walls, roof and founda-tion. The secretary of the board maintains that an elevator is a building. An engineer of the John S. Metcalf Co., in citing ambiguities and contradictions of the law, told of an experience in an Ontario justice shop, which made the all wise prosecuting attorney seem ludicrous. The Province of Ontario has a law which provides that buildings shall be taxed, but not the machinery contained in them. The Metcalf Company had just completed a large elevator for a railroad, and the local authorities were determined to assess the property for its full value. Accordingly the engineers were subpoenaed to appear before the justice and testify as to the actual value of the property.

Mr. Metcalf admitted that they had spent over \$900,000 in the construction of the plant, but did not know how the cost was apportioned between the building and the machinery, so the engineer who had been in charge of the construction work, was called to the stand, and gave the prosecuting attorney a shock by admitting that he did not know what he meant by machinery as differentiated from the building. Feeling certain of his ability to learn exactly how much was expended in building and how much in machinery, the attorney asked, "How much have you expended in building the elevator proper?" Answer.—"I don't

Question.—"How much have you expended in equipping it with machinery?" Ans.—"I don't know."

"Do you mean to tell me that you are the engineer in charge of erecting this great elevator, and yet you don't know what it has cost?"

After many interrogations by the attorthe engineer suggested that if he would be permitted to ask some questions, he might get a clearer conception of what was considered building and what ma-chinery. The attorney, fully confident of his knowledge of buildings and machinery as well as law, readily assented to be cate-chised by the witness, who put the following up to the attorney

"Would you consider the shafting, and the pulleys which are revolved by belting, machinery?" A. "Yes."

Q. "Would you consider the bearings and the brackets holding them building?" 'No! machinery.

"Would you consider the elevator

leg, which hoists the grain to top of building, machinery?" A. "Yes."
"Would you consider the tube enclosing the leg as a part of the building?" A. "No, that would be machinery."

"Would you consider the box up on

the top of the elevator, into which the grain is dropped from the elevator head, a part of the building? It retains the grain only for an instant and then it is released by a valve in the bottom. It is merely a big box with a hole in top and bottom."

After some study the lawyer classified the garner as a piece of machinery, and unconsciously fell into a deep pit.

Q. "If the garner is a machine, of course the hopper below it, which is almost a duplicate of it excepting that it is set on a scale, is also machinery." A. 'Yes, that would be a machine also."

Q. "Would you classify the spouts and

belting which distribute the grain from the scale hopper to the bins, as part of the building?" A. "No, that would be

machinery.

Q. "Now, in view of the fact that the elevator leg casing, the garner and the scale hopper have all been classified as machinery, how would you classify the bins? They are big boxes very much like the garner and the scale hopper, altho a trifle larger. They have a hole in the top to admit the grain and a hole in the bottom to let it run out, just the same as the scale hopper and the garner.

After long study and further elucidation by the witness, the county attorney admitted that the bins were part of the machinery used in handling the grain, and that the great foundation was made necessary by reason of the machinery.

Inasmuch as this left nothing roof, the county attorney excused the witness and the elevator was not taxed by local authorities, because the prosecuting attorney had found it to be one great big all-inclusive machine and not a building.

I CONSIDER the Grain Dealers Journal as the grain magazine.—W. S. Frank, agt., Hawkeye Elvtr Co., (Hample Oakes p. o.) N. D.

Beach & Simmers' New Elevator at Albany, Ind.

The new 17,000 bu. elevator designed and built at Albany, Ind., by W. S. Moore, for Beach & Simmers, is now in operation, and is said to be well suited to the accommodation of their extensive business in grain, hay, feed, flour and

The main building is 20x32 ft., and 61 ft. to the square, with a 12 ft. driveway over two dumps. One of the elevator legs is equipped with 7x18 inch cups; the other with 6x11 in. cups. Each head spouts direct into any of the bins or to cars thru a 7 inch well casing.

The house contains one Philip Smith

The house contains one Philip Smith Combination Boot and Sheller, a Smith Feeder, a Constant Cleaner, a Bowsher Feed Mill, a 20 h. p. oil engine, a Richardson Automatic Scale, placed on working floor, so that grain can be spouted direct into it from overhead bins, and it can discharge into the boot of either leg. A Smith man-lift affords easy passage from basement to cupola.

Above the driveway are storage bins for cobs and for dust. At the end of the main house are two flat bottom bins, ex main house are two flat bottom bins, extending down to the working floor, which are used for ear corn storage. All of the bins are hopper bottomed, and stopped at ceiling of working floor, so as to give ample clearance on the first floor. One of the dumps in the driveway is equipped with a wagon scale. The building is covered with 11/4 in. galvan-

Illinois Farmers Meet at Bloomington.

The Farmers Grain Dealers' Ass'n of Illinois held its annual convention at Bloomington, Feb. 16, 17 and 18, and Sec'y Steinhardt estimated that 730 persons were present. One company alone, that at Pontiac, where Geo. Brunskill is manager, sent a delegation of 50 stockholders and Delavan sent 54. Other concerns nearly duplicated these records. About 60 elevator managers were present.
J. H. Hudson, sec'y, Bloomington Com-

mercial Club, welcomed the growers to the city, and in response Vice-pres. A. C. Rice thanked the city of Bloomington for

its hospitality

Pres. W. H. Danforth named the fol-Pres. W. H. Danforth named the following com'ites: Credentials, Fred Mudge, Peru; Wm. George Somonauk; F. H. Bowman and W. T. Ainsworth, Mason City; F. S. Betts, Cerro Gordo, and Fred Munson, Arcola.

Auditing: H. B. Price, Delavan; J. W. Overacker, Danforth and L. B. Olm-

stead, Somonauk.

Nominating: Fred Mudge, W. George, Geo. Brunskill, C. E. Rennemann, Thos. Cain, Thos. Lamb, and John J. Murphy. Resolutions: W. L. Reagal, L. B. Olmstead, J. C. Saylor, H. M. Wood, H. C. Roberts, Charles Adkins and Louis

Smith.

B. Nordahl, manager at Donovan, was the first speaker, reading a paper on the qualifications required by a successful manager. A thoro understanding of bookkeeping and office systems, he said, bookkeeping and once systems, he sais, are just as essential as the ability to buy grain at an advantage. A detailed report of every bushel of grain bot or sold should be handed the stockholders, together with a complete report of the customers that are "lost" as well as additions

A. H. Dysart, of Standard, delivered a talk on side lines, saying that it was as good a plan to handle supplies for the farmer as to buy his grain. His particular plant buys these supplies in carload lots and supplies the farmer with practically all of his wants except lumber, furnishing this only when a carload can be

used at a time.

Homer Price, Delavan, did not mince his words in telling the farmers that they were a weak organization when compared with other ass'ns. The laboring man who does not stick with his fellows was termed a "scab," and the farmer who de-livered his grain to any but a farmers' elevator, because a cent more was being

paid, furnished an excellent comparison.

Oscar Jacobs, Yorkville, took exception to the dropping of managers every year or two because a cheaper man might be found, suggesting that managers be kept long enough at least to show what they can or can not do. Bookkeeping is one of Mr. Jacobs' hobbies and he recommended a universal system for the co-

operative elevators. A poor system, he said, is the cause of every failure.

Sec'y Steinhardt read a lengthy report outlining the difficulties of the fight put up by the ass'n, especially against the proposed higher freight rates in the west, the car coopering case at Kansas City. and the continued warfare against the car and the continued warrare against the car-riers in the matter of claims. Strict ad-herence to the federal corn grades was recommended and a need for federal in-spection shown. For instance, he said, that at present a carload of grain may have as many as three inspections, each at a different market and entailing additional expense. If inspected by the gov ernment, however, one inspection would

be sufficient. No attention was called, however, to the fact that federally inspected grain is just as liable to change in quality within a week or two as the state inspected.

Wednesday Session.

Upon the opening of the second day's session it was announced that much legis lative work must be done during 1915 and while not desiring to assume the position of begging, contributions from members would be gratefully accepted. At the close of the session this subject At the close of the session this subject was again brot up and voluntary contributions asked for. Many responded with amounts ranging from \$25 to \$125, much of it, however, conditionally pledged, pending approval of the company's directors. A total of \$3,100 was garnered in this manner to be used to further extend the work of the ass'n.

F. S. Betts of Cerro Gordo addressed the growers on the subject of federal inspection and ended his little talk with a song. It was immensely enjoyed and

heartily applauded.

George Brunskill of Pontiac and Jesse Simpson of Danvers also made addresses, Mr. Brunskill making a strong appeal for the discontinuance of storing grain free, pointing out the danger of hedging against any part of it that will naturally be sold, no matter how honest the man-

Prof. R. E. Hieronymus of the Illinois University showed with charts the work necessary to improve community life in the corn belt. Instead of running off to cities as soon as they became of age, the children of the farmer, if surrounded by the right kind of amusements and imrovements, will be glad to stay at home. Provements, will be grad to stay the The percentage of owners, he said, was greatly diminishing, while the floater, or renter, was ever on the increase, this situ-ation to be remedied only as a better community life was introduced.

Clifford Thorne, chairman of the board

of railroad com's'ners and the Nat'l Ass'n of Com's'ners, has no love for the "trusts" and did not hesitate to say so. The railroads and Standard Oil were scored as being among the worst offenders, and among those it was impossible to disband. The "railroad owned" papers, which were afraid to tell the truth, and the Chicago Board of Trade received a scoring from Mr. Thorne.

Charles Adkins followed Mr. Thorne

and said that one great danger of the co-operative movement was that it might be kissed to death by its enemies. One man whom he knew owns 60% of the stock in a presumably co-operative company, Mr. Adkins stating that if this continues it will be the same as regular line elevators running under a different name, The idea of co-operation would be to dis tribute this stock among as many stock-holders as possible. He also thought it was a shame and disgrace that the ass'n did not have sufficient money to get out literature and meet small expenses without calling for assistance from its membership. He recommended the passage of a co-operative law which would specify the amount of stock any one individual might have in a company

Dean Davenport of Illinois University delivered an address on the qualifications necessary for a successful crop improvement man and was followed by John Walker, the labor leader of Illinois. Mr. Walker compared the farmers, co-operating for protection from trusts, with the laboring class unionizing for the same

Entertainment.

Immediately after the session on Wednesday it was announced at the hotel that L. E. Slick of the L. E. Slick Grain Co., Bloomington, wished to meet the visitors at the Elks Club, where a little entertainment had been arranged. By 9:20 o'clock the lodge hall was crowded and promptly at 9:30 the 'little'' festivities began. Mr. Slick had gone to the expense of importing from Chicago cabaret singers and professional fancy dancers, not to mention the tempting spread served after the show. He was also kept busy introducing the growers to his Bloomington brother lodge members, each of whom was a candidate for mayor, chief of police, alderman, or other public office. midnight the party broke up amid much cheering for Mr. Slick and his foresight in providing the fun.

Thursday's Session.

Tho but one session was called for Tho but one session was called for Thursday, only a few remained to attend. The only matters on the program were the reports of the various com'ites and the election of officers, and these were not considered sufficiently important to command attention. Only a few rows of seats were occupied. The nominating com'ite made the following nominations. seats were occupied. The nominating com'ite made the following nominations, comite made the following nominations, after which the entire list was unanimously elected:

Pres., A. C. Rice, Jacksonville; Vicepres., J. C. Sailors, Cisna Park; 2nd Vice-pres., John Miller, Galva; Treas., H. M. Wood, Delavan.

Directors: J. U. Surface, Mason City; L. B. Holmstead, Somonauk; M. Gallup, Portice

Legislative Com'ite: Charles Adkins, Bement: H. W. Danforth, Washington; John Miller, Galva. Report of the Resolutions Com'ite was

as follows:

Be it resolved, That this ass'n use all honorable means in conjunction with the State Federation of Labor and other interested organizations to secure the passage of a co-operative law. Be it further Resolved, That we favor federal inspection of grain that we may have uniform inspection thruout the country. Be it further

ther Resolved, That we condemn the Chicago Board of Trade for refusing to join our organization in asking for an investiga-tion to ascertain whether the proposed in-crease in freight rates was justifiable or

Convention adjourned.

Convention Notes.

Cincinnati, Ohio, sent E. A. Fitzgerald. Will L. Kirk and Geo. Breier were present from Peoria.

Among the St. Louis receivers present were J. A. Aid and L. T. Hall of the Nanson Com's'n Co.

N. C. Webster, H. E. Broome and Willard B. Smith demonstrated Richardson scales in a large room just off the hotel

Identification badges were presented by the Grain Dealers Fire Insurance Co., Indianapolis, Ind., and C. A. McCotter, V. E. Butler and George Trout represented the

Bert A. Boyd and his good friend Frank A. Witt came over from Indianapolis by the aeroplane route, and enjoyed Mr. Thorne's talk on trusts. As some of the growers might doubt they came by the air route, Mr. Boyd has his picture taken piloting his machine over "Indianapolis Harbor."

The Chicago delegation included E. R. Baker, Jr.; C. T. Peavey, Lowell Hoit & Co.; James P. Ryan, reptg. Logan &

Bryan; George A. Koehl; E. J. Feehery; W. G. Nelson and W. H. Cunnington, Lipsey & Co.; William Tucker, reptg. Lamson Bros. & Co.; E. M. Davis, reptg. Sawers Grain Co.; F. M. Baker; J. De Courcy, reptg. Gerstenberg & Co.; and J. A. Waring.

What Is the Trouble with the Grain Business in Kansas?

[Continued from Page 254,] REGULARS SCOOPING AT NEARBY STATIONS.

Somerset, Kans.—There is no co-opera-Somerset, Kans.—There is no co-operation with dealers here in this part of Kansas. I have been here for five years and I have never offered to buy a bushel of grain at any other place. The different grain men who have come in here and bought or tried to buy grain are Phillips from Childs, Voglesong & Hamlen, Protzman & Protzman of Paola, Grabill of Louisburg, and Kirby Bros. of Bucy rus. Now how can a man do a profitable business in a small place like this where there is only business for one man and have a bunch like this run in and try to buy every car of grain that is offered for sale. I controlled the business here last year, but I paid so much for the grain there was not a profit in it or a living for any man. That is the leak in this part of the business. As to railroad claims and cars leaking a great many of these claims come from farmers coopering cars. Many farmers who have as much as a car of wheat will load it themselves and then some dealer will buy it and ship and then some dealer will buy it and ship to market. They leave leaks in the cars and the railroad company has to pay a claim for some inexperienced man's mis-take. I have watched this thing for years. Farmers will use two or three times as much material to cooper a car as a man experienced in this work, and cars then leave leaks. Coopering small grain is almost a trade, and a part of the business I watch very close. I have shipped 45 cars of grain out of here in the last year and have never had a loss or had to file a claim on any railroad. I have stuck to my own territory and have never bought or offered to buy any grain only what has come to me here. There can be no money made in grain buying till the grain men stay in their own territory and not try to hog the whole country and pay five or six cents of K. C. price for wheat 40 miles from One dealer tries to cut the other's throat or put him out of business. For throat or put him out of business. For instance, I was buying corn here last fall, paying seven cents of K. C. price. All at once Protzman of Paola had a man here buying, paying six cents of K. C. I come up to that then they come to five cents of K. C. It takes 4½ cents to handle corn from here to K. C. market. Just such things as this is what is the matter with the grain business; one buyer scabbing on another.-E. C. Bowman.

SHORTAGES IN SHIPMENTS CAUSE OF SHIPPER'S LOSSES. Edna, Kan.—There has not seemed to

Edna, Kan.—There has not seemed to be anything particularly wrong with the grain business of this section of Kansas the past season other than those conditions which are ever present in the marketing of grain, viz., the great shortage between the country elevator and destina-

Competition in local buying is very keen, as for instance at this point there are four buyers, two elevators and two track buyers, and as a consequence the competition is strong and grain is bot on a very close margin. If selling weights would hold out, which they are not ex-

pected to do, there must be some loss that can hardly be accounted for, but when there is an unreasonable difference in shipping and destination weights the matter becomes serious, and the remedy will be most easily and satisfactorily reached by establishing a system of honest weighing and grading.

The very Honorable Secretary of the U. S. Department of Agriculture may think he has found "the weakest link in the marketing of Kansas wheat in the country elevator which is inefficiently operated and with inadequate accounting systems" and the statement may have a very learned sound to the Lower House of Congress, but in our humble judgment it is a very sandy foundation on which to construct the law of remedy.

We believe the average country elevator is operated by men of as good business ability as other lines of business and it does not require a very elaborate system of accounting to determine that grain weighed into a car at the elevator, as 1,000 bu, and weighed out a few days later, 15 or 200 miles away, only 950 bu, represents a loss and shortage that is not legitimate and should not exist. "Official weight and grade" is the way the A/S reads. Where did the 50 bu, go? What would the Hon. Secretary suggest to be put into the elevator to make it more efficiently operated or what accounting system would he recommend that will eliminate this shortage in so short a distance and so short a space of time between the loading in and weighing out by "official weighers"? The Hon. Secretary has another guess on this question.

The remedy will come when the country elevators unite and say we will sell our grain only on our own track weights, over scales that are "officially tested."

The grocer does not fill up a sack with sugar, or wrap up a bolt of silk goods and hand it to the customer and tell him to take it home with him and weigh and measure it and report back; not much. Then why should the elevator man who has weighed the grain honestly say to the commission man or dealer, take it along and weigh and test and report back? If there is any lack of efficiency in the country elevator business management it is in leaving weights and grades to men far away.—Justice Blair Lumber & Grain Co.

WHY FARMERS' ELEVATOR COM-PANIES FAIL.

Dorrance, Kans.—We failure of the Farmers' Elevator Companies to the following reasons: Ignorance of the grain business: incompetent and careless management; lack of accurate accounting systems; petty jealousies among stockholders; inability of stockholders to stick together; forcing manager to pay more than grain is worth; storing farmer's grain (about the worst): extending too much credit to customers; unfair competition of line houses; lack of proper handling equipament

Our firm has suffered from all these afflictions, and has weathered the storm. but we have paid dearly for it. The earnings of our plant have been sufficient to pay for it about three times. Twice the value of the plant has been paid in dividends, the remainder is used for working capital.

On account of the violent fluctuations of the market, this has been one of the worst years we have ever had.—The Farmers' Elevator Co., Emmet Cooper, Mgr.

Iowa Co-operative Companies at Mason City.

The 11th annual convention of the Farmers Grain Dealers Ass'n of Iowa was held at Mason City Feb. 9-11.

Thos. McManus called the meeting to order and called attention to the growth of the Farmers Elvtr, movement in Iowa. He introduced Pres. Ira McVicker, who took charge of the meeting.

E. G. Dunn of Mason City welcomed

E. G. Dunn of Mason City welcomed the attending delegates and offered the hospitality of the city. Pres. McVicker: We have striven to

Pres. McVicker: We have striven to serve you to the best possible advantage. I attended a hearing at Washington in which was discussed "Federal Inspection" of grain.

We did not obtain just what we wanted, but I am confident that an opening wedge has been driven which will eventually obtain for us Federal Inspection of

Our Board of Directors engaged a tent which was used at the State Fair as an educational medium for purposes of co-operation. The venture was a big success and we will have another tent at the next state fair.

The President of the Chicago Board of Trade wrote me that any of our members would be welcomed as members of the Board of Trade provided the applicant was of good repute.

I attended a hearing at Kansas City in which we attempted to have the railroads cooper grain cars. We have reasonable assurances that our plea will be granted.

The resolutions passed last year requested that we investigate the proposition of building terminal elevators. Our Board of Directors has decided that we are not ready to establish terminal elevators, as conditions are not so bad. We must first have more Farmers Elevators and should also have more cleaners in our clevators.

Adjourned for dinner.

Tuesday Afternoon Session.

Pres. McVicker appointed the credentials comite.

Pres. McVicker in behalf of the ass'n accepted a gavel presented by Mr. Middleton of Eagle Grove. He then introduced Chas. Adkins of Bement, Ill., who spoke on "The Past, Present and Future of the Farmers Elevator Movement": All farmers elevators should belong to the state ass'n. They should be willing to bear the burdens as they all receive the benefits.

Some of the older companies must be rejuvenated. Too many of the stockholders are non-producers, they are only interested in the size of the dividend. These stockholders are not promoters of true co-operation and they must be weeded out. The dollar and cent interest does not tend toward the longevity of the farmers elevator movement. We have been sitting still and have allowed this movement to be kissed to death.

Every co-operative elevator must be placed on the purely co-operative basis and dividends must be paid according to the business furnished.

The Illinois State Federation of Labor and the Illinois Farmers Grain Dealers Ass'n are co-operating toward the end that a good co-operative law be formed. When we get it in proper form we will ask the Illinois legislature to make it a law.

A campaign of education must be launched so as to inform everyone about the principles of true co-operation.

Sec'y Ray called attention to the intention of the Chicago Board of Trade to make a physical inspection of each grain car. He asked those present to consider the advisability of the plan. I am advised that the Weight and Measure dep't of the Food and Drug Lien't of the state of Journal

Dep't of the state of Iowa is trying to obtain an appropriation to buy 6 auto trucks with which to transport weights to enable it to inspect scales. This dep't inspects scales but does not repair them, and charges \$5.00 per inspection, and may do so twice a year.

Mr. Nolan inspects our scales and is able to repair them. His inspection only costs \$3.00 per scale.

Pres. McVicker introduced H. J. Farmer, Sec'y Minnesota Farmers Grain Dealers Ass'n, who invited those present to attend the Minnesota convention to be held in Minneapolis Feb. 24-26.

round table discussion of the scale problem as presented by Sec'y Ray brot out that everyone was in favor of having scales inspected but that they were against the political scale testers who knew nothing about repairing scales. The matter was referred to a com'ite of three.

Tuesday Evening Session.

Prof. B. H. Hibbard of the State University, Madison, Wis., spoke on "Waste of Marketing and Farmers Co-operation." He said, In Iowa are about 1,500 elevators and about one-fourth of that number are farmers elevators which ship about as much grain as the other three-fourths. This proves fewer elevators could handle the grain and thus make for the more economic handling of it.

Wednesday Morning Session.

Pres. McVicker appointed A. L. Middleton, Eagle Grove; M. K. Culver, St. Ansgar, and Frank Miller, Jefferson, to serve as a resolutions com'ite.

Sec'y Ray reported:

Cash on	hand	last	report	 \$1,237.96
Receipts				 3,929.05

Expenses 4,043.48

Balance on hand\$1,123,53 He made 71 trips covering a period of 105 days, added 10 new members and attended a number of important hearings.

His report was adopted. The auditing com'ite reported the treasurer's report correct.

W. H. Kerr, ass't in co-operative ac-Washington, D. C., addressed

the meeting.

Sec'y Ray reported the election of the Sec'y Ray reported the election of the following directors from the districts named: 1—R. Klay, Rock Valley: 2—B. Hathaway, Kingsley; 3—G. M. Dyer, Gillett Grove; 4—Bert Morton, Rockwell City; 5—C. H. Nelson, Garner; 6—Thos. McManus, Dougherty; 7—I. D. McVicker, Eagle Grove; 8—S. J. Cottington, Stanhope; 9—Simon Kemmerer, Boone.

Wednesday Afternoon Session.

H. A. Foss, Chicago Board of Trade Weighmaster, addressed the convention, discussing the advisability of having the Chicago market ascertain the physical condition of grain cars immediately on

He said that to do this properly would entail the employment of 26 to 28 men at a cost of about \$30,000.00. This would mean that each car would have to stand a charge of 25 cts. or less.

The weighing of grain is only about 20% of our duties. Last year we weighed

over 602 million bushels of grain. getting of the seal numbers is only 20% We of what we may be expected to do. We will probably be compelled to stop leaks, and that would be valuable service.

Sec'y Ray: Is it not a fact that rail-roads repair cars before the inspectors see

Mr. Foss: Yes, that is true. It is good business for the railroads to do this.

Sec'y Ray: Our chief difficulty in coliecting claims has been that where cars arrive in apparent good condition and short in weight, the railroads refuse to pay claims for loss.

Mr. Foss: Some railroads allow us to see their repair track records and this enables us to obtain a better record as to the condition of cars upon arrival. About 13% of the cars arriving in Chicago are in a leaking condition. It is our aim to have efficiency first and economy

L. E. Johnson, Malcolm: I am in favor of having this increased service, as it will help us to collect our claims.

Geo. Debe, Livermore: What good would it do the elevator that has no weighing out scales? Do 50% of the elevators have these scales?

Sec'y Ray: At least 75% of the farmers elevators have weighing out scales. The other 25% should get busy and buy

Mr. Foss: We will only try to give this increased service on the heavy graincarrying roads, so that about 155,000 cars would receive this service.

The convention went on record as being in favor of the physical inspection of cars as for Trade. as proposed by the Chicago Board

The convention further went on record as being opposed to the attempt of the Weight and Measure Dep't of Iowa ob-taining an appropriation to buy auto trucks to transport test weights and thus compel every dealer to be subjected to two scale inspections per year at a cost of \$5.00 per inspection. The matter was finally referred to the Board of Directors

Mr. Foss: Whenever you let political appointees conduct your weighing and inspecting of scales you are letting your own business get away from you and you will receive inefficient service. In Chicago we have city scale inspectors who charge \$1.50 for each inspection and who are not efficient. You cannot legislate dirt out of your grain or money into your

J. H. Laurence read a paper written by V. S. Beall, Garwin, in which the writer expressed himself as being in favor of a combined purchasing agency for the merchandise handled by purchase of farmers elevators.

Sec'y Ray: The Farmers Elvtr. Co. at Scarville had a fire in its elevator on Oct. 3, 1914, and a car of grain, on which of lading had been issued, The lower courts decided that the grain concern was the contributing cause of the fire and therefore should not receive compensation for the lost load.

The case will be carried to the Supreme Court. If the railroad wins, it will be necessary for grain dealers to carry insurance on grain in cars on track.

A motion prevailed that the Ass'n give

moral and financial support to the carrying of this case to the Supreme Court.

C. H. Nelson: We need a co-operative law in Iowa. At present time anyone with the money can buy 50 or 60% of the shares and thus control the business.

Sec'y Ray: Each share of stock has the right to vote, and if a man owns 60%

of the stock he may vote that amount of stock.

A motion prevailed that the Board of Directors be empowered to draft a suitable co-operative law and that they send to each Farmers Elvtr. Co. a copy of the law and ask them to get all of their stockholders to sign petitions requesting the legislators from their respective districts to use all possible legal means to secure the passage of the law.

Wednesday Evening Session.

The Mason City Boys Band gave a

45-minute concert.

Hon. Clifford Thorne delivered an address on "The Passing of Competition."

The evening session was concluded by several vaudeville acts, music, a substantial lunch and a wrestling match.

Everybody stayed until the "last dog was killed," which was about 12:15 a. m.

Thursday Morning Session.

Sec'y Ray: The question of having a purchasing agency is an all-important one, and I suggest that we go home and talk this matter over with our stock-holders and then bring the matter up

I feel that a mistake is made by not seeing to it that more managers attend these meetings. I also think we shud have more managers meetings thru the

A. J. Fritz, Rock Valley: I believe we shud have local manager's meetings. The expense of attendance at these meetings shud be borne by the company represented. These meetings shud be governed locally and be absolutely free and open to any of the stockholders and directors. It wud probably be well to invite Sec'y Ray to attend these meetings.

Pres. McVicker announced that the city of Des Moines had been chosen as the next annual meeting place of the convention.

He then introduced M. R. Meyers, who

made a stirring address.

J. C. Lockin, Sec'y Farmers Co-operative Mutual Ins. Ass'n, reported that the results of the past year's business were entirely satisfactory. Insurance in force Jan. 1, 1914, \$1,389,711.00, and Jan. 1, 1915, \$1,570,869.00. He said that the costs were quite nominal as compared with old line companies' costs.

Pres. McVicker made a plea for vol-unteers to attend the freight rate increase hearing to be held in Chicago before the Interstate Com. Commission. He stated that the attendance of a large body of farmers wud lend moral support to the efforts Clifford Thorne was making in their behalf.

He then asked that every Farmers Elvtr. Co. in Iowa give \$25.00 to help finance the campaign being made to avoid

having this freight rate increase.
A total of \$1,140.00 was subscribed, and many of the delegates promised to subscribe if their Boards of Directors were

willing.
H. W. Danforth, Washington, Ill.,
Pres. National Council of Farmers Cooperative Assins: Many things are necssary to the successful continuance of the co-operative movement. Some people accuse a farmer of being a "tightwad" it is, however, only necessary to prop-erly inform him as to advantages to be gained and he will then be quite generous in giving of his resources and time.

He urged the launching of an educational campaign so as to keep people informed as to the true co-operative condi-

In referring to uniform grading of

grain he said: Farmers shud let their grain he said: Farmers shud let then corn mature in the field and when corn is husked and shelled all rotten and mahogany corn shud be thrown out.

I am in favor of federal inspection of all grain, so that the government may inspect the grain in accordance with its

inspect the grain in accordance with its

We have attended hearings before I. C C. in which we attempted to have an order issued that the R. R.'s either cooper the cars or pay the grain shipper for the labor involved in coopering cars.

We are hoping for a favorable decision.
Railroads are at present enormously prosperous.
Western railroads are more prosperous than Eastern railroads. are as a whole paying dividends on a great deal of watered stock.

The following resolutions adopted:

Federal Inspection.

RESOLVED, that we are most emphatically in favor of federal inspection of grain. Legislation.

WHEREAS, we are in need of legislation for the betterment of our conditions, and for our protection, such as a scale inspection, weights and measures law; revision of landlord lien laws to better protect the elevator companies against trouble and losses; revision of corporation laws relative to the distribution of profits and the voting of stock in co-operative companies; a measure for the establishment of a twine factory in our state penitentiary; mutual casualty insurance; equal taxation of all classes of property and the taxing of no person on what he owes; therefore, be it

RESOLVED, that we recommend that our president appoint a com'ite of 3 from among the board of directors, or others, to be known as our law com'ite, with power to use such means and employ such help as they deem necessary, to have enacted laws for our good, and repeal such laws that are against our welfare.

Transportation.

RESOLVED, that we do not oppose just recompense to the railroads for their service, but we will resist by every means at our command every dollar above what is reasonable and just.

Corn Commission Rule.

WHEREAS, several terminal markets have seen fit to raise the commission of handling corn ½c per but, therefore, be it RESOLVED, that the Farmers Grain Dealers Ass'n of lowa believes this raise in commission was uncalled for, that they were receiving just compensation for their services before said raise, and be it further

RESOLVED, that we ask that this advance in commission be investigated, and if it is found not justified, demand that it be withdrawn.

Investigate Terminal Markets.

Investigate Terminal Markets.

RESOLVED, that we highly commend the wisdom of Pres. McVicker in attending the hearing before the Congressional Comite at Washington, in that it was for the purpose of investigating the terminal market situations, and be it further

RESOLVED, that we are more emphatic than ever in our belief in the necessity of the investigation of the terminal markets which handle our grain and also the markets established and conducted by the farmers at Winnipeg and St. Paul, which investigation should not be confused with terminal elevators, a proposition which we are not ready for. We ask that this investigation be made as soon as possible, either thru the National Council or independently as shall be most advisable.

Convention Notes.

Everybody wore blue convention Ladges.

Nolan, the genial scale inspector, E. J. was always on the job.

The Newell Const. Co. demonstrated the "Fish" grain grader.

F. M. Baker and Adolph Gerstenberg were the official delegates of the Chicago Board of Trade.

Ed. Jolidon was always jolly when telling of the happy results of doing business with Laughing Bros.

Earl Cool, despite his name, was one of the warmest greeters in his home town.

Sioux City and Fort Dodge worked hard to get the next convention, but Des Moines was given the plum.

J. H. Barrett, of Lamson Bros. Co. posted continuous market quotations in the lobby of the hotel headquarters.

Elevator builders present were Carl Younglove, Younglove Const. Co., Charles Newell and 8 men of the Newell Const. Co.

Supply trade men present were F. H. Parker, H. C. Kibe, E. R. Campbell, N. C. Sinnott, representing L. E. Taylor & Co., and Tracy G. Lewis, representing Richardson Scale Co.

SOUVENIRS.—John Ackerman was handing out poetry advising everyone to ship to Crowell. Convenient pocket note books were given out by the Flanley Grain Co. Richardson Scale Co. presented the visitors with a 12-inch steel tolding pocket rule. A. J. Moore distributed aluminum pocket grain tables with the compliments of Gerstenberg & Co. Earl Cool gave all smokers a beautiful match holder as compliments of P. H. match holder as compliments of P. H. Schifflin & Co. J. I. Norris distributed watch fobs and convenient pocket maps of central and northern states. Souvenir pencils were distributed by Ballard-Messmore Grain Co.; Toberman, Mackey & Co.; Brennan & Carden; J. H. Dole & Co.; Merriam Com. Co.; Omaha Elvtr. Co., and Younglove Const. Co. G. M. Miles distributed valuable circulars showing the relative worth of corn per unit compared with the moisture content Ask George to send you one; he is will-

Managers present were: C. F. Abbott, Larabee; A. J. Ackley, Marble Rock; H. R. Alcorn, Radcliffe, and G. H. Arnold, Blen-

Larabee A. J. Ackley, Marbie Rock; H. K. Alcorn, Radcliffe, and G. H. Arnold, Blencoe.

H. J. Bennett, Charles City; E. A. Benke Palmer, E. C. Bergfield, George; A. E. Bing, Carrville; M. F. Cahill, Langdon; M. Case, Melvin; G. L. Clark, Gilman; O. W. Cline, Stratford; H. W. Cramer, Bagley, and W. V. Crosper, Thornton.
Geo. Debe, Livermore; J. S. DeVries, Hospers; J. G. Etzel, Ferguson; H. E. Feay, Larchwood; Wm. Forney, Pilot Mound; J. J. French, Webster City; A. J. Fritz, Rock Valley, and E. J. Funk, Ladora. W. A. Galbraith, Oyens; L. G. Gimer, New London; F. R. Gleason, Gillett Grove; G. Gleysteen, Alton; W. J. Green, Blairsburg, and B. P. Greenfield, Hubbard. Frank Hannum, Boone; J. M. Hayes, Polo; C. J. Hesson, New Berg; Max Higgins, Manson; H. J. Housken, Flugstad; E. H. Huibregste, Sheldon; H. J. Huibregste, Hull, and J. Huxsol, Oakwood. Robt. Jack, Colo; H. S. Johnson, Elberon; J. C. Johnson, Kanawha; Roy Johnson, Alleman; G. L. Jones, Ritter, Sheldon P. O.; C. W. Kellogg, Rockwell City; John Kerr, Lone Rock, and E. L. Kreger, Ralston.

John Kerr, Lone Mass, Ralston.
Ralston.
W. J. Leonard, Ventura; W. J. Lynch, Green Mountain; C. B. Martin, Jewell; F. Masterson, Piper, Rockwell City p. o.; J. C. McCleary, Webster City; E. P. Meyer, Royal; F. B. Miller, Jefferson, and L. R.

Royal; F. B. Miller, Jefferson, and L. R. Royal; F. B. Miller, Jefferson, and L. R. Miller, Richards.
G. F. Neel, Gilmore City: S. A. Nelson, Geneva; Otto Peck, Brunsville: A. D. Post, Onawa, and P. J. Richards, Peterson.
Wm. Schouten, Rock Valley; L. A. Seelman, Northwood; Ed. Sellstrom, Dayton; B. J. Smith, Crystal Lake; Wm. Spangler, Wesley, and J. E. Swedberg, Boxholm.
Geo. Thompson, Olaf; G. W. Toyne, Carroll; E. Triblett, Sloan; E. C. Trostle, Panora; Jos. White, Napier, Luther p. o., C. M. Woods, Stanhope, and R. C. Yappen, Ashton. J. V. Beyer, Jackson, was one of the Minn. mgrs. present.

165 SOLICITORS IN ATTENDANCE.

Pres. McVicker complimented the solicitors for having the spirit of co-operation. He said: "In fact, they are the finest bunch of solicitors I ever saw." Among those in attendance were:

Davenport sent Geo. Rau, Merchant's Flytr. Co.

Cleveland was represented by J. M.

Sioux City sent T. W. Peterson, sec. Flanley Grain Co.

Cedar Rapids was represented by C. A. Davis and J. R. Murrel.

Peoria sent G. M. Miles, of P. B. & C. Miles and J. C. Luke.

Minneapolis sent A. W. Brown, Cohen, M. J. Cohen and H. H. Delno. Burlington was ably represented by E. Wiese, Trans-Mississippi Grain Co. Kansas City sent W. W. Simmons,

Kansas City sent W. W. Simmons, Ernst-Davis Grain Co., and D. J. Jenks. Des Moines representatives were J. C. Lake and H. C. Moeller of the Des Moines Elvtr. Co.

Milwaukee sent E. A. Armstrong, W. M. Bell, J. S. Brown, H. Clay Shaw, C. W. Riley and Chas. Yers.

Omaha was represented by John C. Ackerman, Crowell Elvtr. Co.; W. F. Shepard and W. H. Bailey, Merriam Commission Co.; U. E. Harris, Trans-Mississippi Grain Co.; C. A. Pixler, E. M. McCray and J. L. Welsh.

and J. L. Welsh.

St. Louis representatives were Frank Bubb, Goffe & Carkener Co.; E. H. Hasenwinkle; Ed. F. Jolidon, Langenberg Bros. & Co.; E. C. King and Louis T. Hall, Nanson Commission Co.; J. A. Aid and A. H. Stokes; G. N. McReynolds, Toberman, Mackey & Co.

Stokes; G. N. McKeynolds, Foderman, Mackey & Co.,
Chicago: A. J. Rowland, C. L. and L. A. Douglas, reptg. E. W. Bailey & Co.; F. M. Baker; J. E. Brennan, Harry Vickerman and Frank O'Hearn; W. W. Sylvester; W. M. Browning; Geo. B. Marble; L. L. Druley and Mr. Hanson, J. H. Dole & Co.; Arthur Banta, Walter Fitch & Co.; A. J. Moore, Gerstenberg & Co.; E. A. Fraeger; H. T. Bickel; F. R. Hopley, J. A. Waring and H. E. Wiese; Jass. H. Barrett, Lamson Bros. & Co.; P. D. Richards, Lipsey & Co.; W. E. Justice, Logan & Bryan; A. H. Busch, Frank Cooley and C. N. Ogden: Sam Finney; J. V. Campbell; H. H. Patt, M. Hax; W. R. Hyde and J. R. Murrel, Henry Rang & Co.; H. B. Beatty, Ed. Henry Rang & Co.; H. B. Beatty, Ed. Flemming and F. E. Gulick; H. H. Newel; E. E. Rice and Geo. Stebbins, Sawers Grain Co.; Ray Flemming, Jas. Fones, E. W. Wagner & Co.; Chas. Walters.

THIS OFFICE has not been without the Grain Dealers Journal in many years. We find it a money maker; it saves us many losses and much trouble is avoided by following its excellent legal decisions. value the instructions by able and competent grain shippers and dealers.—Mc-Morran Bros., St. Paris, O.

REFUNDS OF CUSTOMS duties have been made by the Treasury Department to: Lewis Grain Co., \$760, error in classification of feed wheat; F. W. Myers & Co., \$714, error in classification of bran; Mc-Loughlin Courtey Vivo Co. Laughlin Gormley King Co., \$800 on seeds, error in classification; McCabe Elevator Co., \$257 on wheat, having been twice paid.—P.

On an exclusive oathull diet for 32 days a matured Jersey bull was maindays a matured Jersey bull was maintained and actually gained in weight during that period 44 pounds in an experiment at the Maryland Sta., College Park, Maryland, conducted by H. J. Patterson and H. J. White. In Bull. 168 it is stated "He gradually improved on an exclusive oathull diet and at the end of the period was in excellent condition in every period was in excellent condition in every respect."

HEARING has been had by the House Committee on Ways and Means on the Rainey and Vollmer bills to repeal the Spanish war tax on mixed flour and to permit the manufacture of flour of 80 per cent wheat and 20 per cent corn content. Loaves of bread made of the mixed flour were given to the committee, the members eating it, and it apparently was as good as whole wheat bread. Thomas E. Lannen, of Chicago, attorney, spoke for the corn products manufacturers. The Treasury Department has recommended the repeal of the law, as the pure food law covers the case and the revenue returns are negligible.—P.

Grain Trade News

ARKANSAS

Prairie Grove, Ark.—The Prairie Grove Mlg. Co. has succeeded the L. C. McCormick Mill & Elvtr. Co.

Little Rock, Ark.—The Cunningham Com's'n Co. will rebuild the elvtr. burned last June. The new house will cost \$20,000. The company suffered the loss of elvtrs. on the same site within 6 months' time, but will build again on the old site.

CALIFORNIA

San Francisco, Cal.—Burr Fisher has been admitted to membership in the Grain Trade Ass'n.

Calipatria, Cal.—The Globe Mlg. Co. has let contract for a \$5.000 grain warehouse and work will be started at once.

Paso Robles, Cal.—R. M. Shackelford, mgr. of the grain dept. of the Sou. Pac. Mlg. Co., died recently at the age of 82. He had been with the company for 25 years and had been associated with the grain trade since 1873.

Stockton, Cal.—Another warehouse of the Mealfalfa Co. burned recently with a total loss of \$7,000, partially covered by insurance. The blaze is believed to have been of incendiary origin. A warehouse of the company was burned by incendiaries in November.

CANADA

Montreal, Que.—G. A. Beaulieu, formerly in the grain business in Toronto, is now mgr. for the Niagara Brokerage Co. The company deals in feeds and mill products.

Winnipeg, Man.—The new addition to the Grain Exchange has been finished and is now full of grain firms who have moved into the new and modern quarters it affords.

Strome, Alta.—The elvtr. of the Alberta Grain Co. has not been open this season. We are subdividing our elvtr. into 20 bins, having had only 11 bins. We also have the lumber here for a 16x33-ft. sacking room addition to the elvtr. and we are installing another leg.—Wm. S. Mohler, mgr. Jas. W. Mohler Elvtr. Co.

Moose Jaw, Sask.—John T. Snodgrass, pres. of the Grain Exchange, died Feb. 18 at Kansas City, Mo., where he was spending the winter with friends. Mr. Snodgrass was 63 years old and had been in the grain trade for the greater part of his life. He came to this city in 1913 and engaged in the grain trade. It was largely thru his efforts that the exchange was formed. Mr. Snodgrass died from an attack of pneumonia, being ill only a few days

Daysland, Alta.—The elvtr. of the Imperial Elvtr. Co., containing 8,000 bus. of grain, burned at 9 p. m., Feb. 9. The fire started on the south side of the building in the vicinity of the scales and driveway and had gained considerable headway before it was discovered. The office and engine house were saved. The elvtr. was built in 1909 and had a capacity of 35,000 bus. W. Bush was mgr. This is the second elvtr. fire here within the last few months, the elvtr. of the Burrars Grain Co. having burned in December.

Vancouver, B. C.—Work will be started on the government elvtr. in April and it is hoped that the 1,250,000-bu. house will be completed by November. Work on the foundation has already begun and the structure will be rushed to completion for the handling of this year's grain. The site of the elvtr. on the shore end of the government dock will give the elvtr. the best of loading and unloading facilities both by land and water, as there is plenty of room on the land side for trackage. The elvtr. will have a bulk grain discharging

capacity of 60,000 bus. per hour and a loading capacity of 18 cars per hour. The bagging capacity will be from 2,000 to 4,000 sacks per hour. Belt conveyors will be used for both bulk and sacked grain in loading and unloading from boat or car.

COLORADO

Calhan, Colo.—The Calhan Lbr. Co., J D. Jacobs, prop., is building an elvtr.

Sterling, Colo.—I make my headquarters in this city.—L. Spelts, formerly at Lincoln and Wood River, Neb.

Seibert, Colo.—We will build a 15,000-bu. elvtr. equipped with grinder and cleaner. We will make corn meal and graham flour also. I bot the grain business of Jenings & Roller. I also expect to put in 2 more grain stations this season.—B. E. Roller, Roller Grain Co.

IDAHO

Lewiston, Ida.—The Pacific Coast Elvtr Co. has discontinued its office at this point and Mgr. Robt. Abel is now with the Lewiston Mlg. Co.

ILLINOIS

Washburn, Ill.—No farmers elvtr. is operated here as reported.

Chana, Ill.—The Neola Elvtr. Co. is building additional corn cribs.

Peoria, Ill.—T. A. Grier has been elected pres. of the city Transportation Club.

Galesville, Ill.—We will build an elvtr. at this point.—W. E. Dillavon, mgr. Roy H. Jones & Co.

Green Valley, Ill.—The Farmers Grain & Coal Co. has increased its capital stock from \$8,000 to \$16,000.

Jerseyville, Ill.—John Shortal will be mgr. of the Farmers Elvtr. formerly owned by P. J. Fleming.

Champaign, Ill.—Thos. Babb, for many years engaged in the grain business here, died recently at his home in Texas.

Piper City, Ill.—Alvin Weide has traded 240 acres of farm land to James Walsh for his elvtr. He will take possession Apr. 1.

Savoy, Ill.—We paid a 40% dividend last year. I have been mgr. here for 6 years. —Harry Grove, mgr. Savoy Grain & Coal

Mt. Auburn, Ill.—C. P. Cline and J. C. Hight of Decatur have bot the elvtr. formerly operated by E. R. Ulrich & Son, of Springfield.

Ridge Farm, Ill.—Burglars entered the office of the Farmers Elvtr. Co. and blew open the safe, which contained \$60 in cash and \$30 in checks.

Peoria, Ill.—T. J. Pursley, of Buckley, Pursley & Co., suffered a slight fire loss at his home when a chimney caught fire. The damage was slight.

Peoria, Ill.—Geo. L. Bowman & Co. have moved into the offices recently vacated by the Zorn Grain Co., which now has its headquarters at Champaign.

Chillicothe, Ill.—The office safe of W. W. Dewey & Sons was badly damaged by burglars. Nothing was secured by the robbers, who were later captured.

Oneida, Ill.—Recently elected officers of the Farmers Elvtr. Co. are Hugh Greig, pres., W. H. Brown, vice-pres., Wm. Masters, treas., and C. M. C. Brown, sec'y.

Naperville, Ill.—Our elvtr. burned Feb. 12 with a loss of \$2,000. The fire was of incendiary origin, the firebugs planning to start the elvtr. fire and then rob the town during the excitement. The plan failed but the men escaped after trying to rob the jeweler. Our loss is fully covered by insurance.—T. F. Boecker.

Keensburg, Ill.—I have succeeded Shultz & Bump and now own and operate elvtrs. here and at Cowling. We never built an elvtr. at Johnson, Ind., as reported.—C. S. Shultz.

Kenney, Ill.—We are remodeling our hay warehouse, putting in a cement floor. We will handle a full line of hay and mill feed in addition to grain.—H. B. Rowe, Jr., mgr. Kenney Elvtr. Co.

Cairo, Ill.—The Halliday Elvtr. Co. and the Halliday Mlg. Co. will hereafter occupy the same office at the milling company's plant. The companies will however remain distinctive concerns.

Granville, Ill.—Farmers Elvtr. Co. incorporated; capital stock \$6,000; incorporators Chas. Hartman, Philip Hoffman and Chas. Dysart. The company will handle grain, feed. lumber and flour.

Georgetown, Ill.—J. E. Haworth, who engaged in the grain trade at this market in 1880, died Feb. 6, at his home in Noblesville, Ind. He retired from the firm of Haworth & Spang in 1900.

Henkle (Mendota p. o.), Ill.—New officers of the Henkle Grain Co. are John Althaus, pres., A. Weber, vice-pres., Carl Egerter, sec'y, and John Jones, treas. Aug. E. Bader has been retained as mgr.

New Holland, Ill.—We will operate as Hunter & Ritscher and will handle grain and lumber. Our elvtr. formerly owned by the D. M. Burner Estate has a capacity of 25,000 bus.—G. E. Ritscher, mgr.

Peoria, Ill.—John R. Lofgren, sec'y of the Board of Trade, was elected sec'y of the Chamber of Commerce, of which A. G. Tyng, of Tyng, Hall & Co. is pres. The chamber owns and operates the Board of Trade bldg.

Cooksville, Ill.—The elvtr. of Hayward Bros. burst Feb. 10 and 6,000 bus. of corn ran out on the ground. This was a studded house and some of the rods broke in the weld causing the accident. The house will be repaired at once and additional rods will be put in.

See'y Strong, of the Illinois Grain Dealers Ass'n, has issued an appeal to all members of the ass'n and of the grain trade, to aid in the assembling of a shipload of food to be sent by the state of Illinois to the relief of the unfortunates in Belgium. At Towanda farmers and grain dealers have offered to contribute 1,000 bus. of oats or \$500 in cash.

Cerro Gordo, Ill.—Our annual report shows that we handled 162,996 bus, of corn. 108,444 bus, of oats and 85,522 bus, of wheat during 1914. The net profits for the year were \$6,815.41, a dividend of 15% being declared at the recent annual meeting. We will not increase the capital stock, as reported. At least, no action of this kind will be taken at present.—Cerro Gordo Grain & Coal Co.

Walnut Grove, Ill.—Arthur Ford, who owned and operated an elvtr. here and also operated the elvtr. of G. A. Tucker, left the city, Feb. 2, and has not been located since then. Investigations are said to show that he is \$24,000 short in his accounts. After his disappearance it was found that there was no grain in the elvtrs., altho he was supposed to have a large quantity in store for farmers.

La Hogue, Ill.—As only a few stock-holders of the Farmers Elvtr. Co. were present at the meeting Jan. 30, a second meeting was held Feb. 8 and at that time they voted to sell the elvtr. The company has an outstanding indebtedness of \$17,500, the liabilities being in the form of notes signed by about 20 stockholders and directors. Efforts are being made to organize a new company, with a capital stock of \$15,000 to buy the elvtr. According to the latest reports, the company has run behind to the extent of \$2,500 in the last 2 years as a result of paying too high prices for grain, having been paying 1c per bu. more than its competitors and the dealers in the neighboring towns, almost all winter.—H. A. B.

Hayes, Iil.—I will build a 25,000 to 30,000-bu. elvtr. on the I. C. R. R. at this station and will equip it with modern machinery. I will also build a 25,000-bu. ear eorn crib elvtr. Everything will be new, including the office and scales. I will also continue the brokerage business at Tuscola, where I have been for 16 years, 15 of which I have handled Lamson Bros. & Co.'s wire.—Jas. I. Bush, Tuscola.

Pekin, Ill.—The elvtr. of the Turner-Hudnut Co. was threatened with destruction when the cob house of the company burned at 8 a. m. Feb. 7. As soon as the fire was discovered all the conveyors and spouts leading to the elevator were closed, and this is believed to have saved the elvtr. The cob house adjoined the elvtr. and was covered with corrugated iron. It is thot that cobs, which are used as fuel, that were lying against the wall of the engine room, became overheated and started the blaze. The loss is placed at \$200.

CHICAGO NOTES.

Walter Kettenburg & Co. have moved into new quarters in the Natl. Life Bldg.

Chas. H. Lawrence is now pit man for Logan & Bryan. He was formerly with the Shearson-Hammill Co.

CHICAGO CALLERS: J. L. Welsh, representing Omaha Elvtr. Co., Omaha, Neb.; P. A. Quanstrong, Genoa, Ill.; J. W. Schnee, mgr. Holcomb-Dutton Lbr. Co., Esmond, Ill.

Harold Nichols, who has been with Walter Fitch & Co. for the last 10 years, is now pit man for Lamson Bros. & Co. Geo. H. Clearman, who represented Lamson Bros. & Co. in New York, is now with the Chicago force.

B. F. Traxler, traveling representative of the Nash Wright Grain Co., will leave Mar. 2, with Mrs. Traxler for a 2 months trip to California via the Grand Canyon. The return trip will be made via Portland and Seattle and Gt. Falls.

Wm. Axtater, Jr. is now assisting his father, Wm. H. Axtater, doing business under a joint account with the Nye & Jenks Grain Co. Mr. Axtater, Jr. was formerly mgr. for the Neola Elvtr. Co. at New Lebanon and Stewart, Ill.

T. H. French, formerly mgr. for the Farmers Elvtr. Co. at Lytton, Ia., and C. E. Crossman, of Sioux Falls, S. D., are now on the road for Gardiner B. Van Ness. Mr. Crossman was formerly on the road for the Quinn Shepherdson Co. of Minneapolis.

The H. H. Hanks Co., which lost its elevator and 10,000 bus. of grain Feb. 10, has commenced rebuilding. The new plant will have storage capacity 4 times greater than the one destroyed and handling equipment 50% greater. New machinery will be purchased about Mar. 1.

J. E. Cairns, formerly of the old firm of Elmore & Squire, and for a year with the Clinton Sugar Refining Co., of Clinton, Ia., in its grain department, has taken charge of the grain receiving and shipping business at the Chicago end of the Keusch & Schwartz Co. Besides managing the cash grain department Mr. Cairns will conduct the feed department. J. E. Carney, formerly with Simons & Co., is statistician for the same company, and the similarity of names sometimes crosses the 'phone wires.

Applications for membership in the Board of Trade have been made by John J. Keller, Wm. S. Champ, Nathaniel Morison, Frank G. Jackson and Alfred R. Urion, Jr. The following have been admitted to membership, Geo. H. Clearman, Henry Stemper, T. Sedlmayr, G. D. Hopkins, W. J. Kemp, Jos. S. Tomenson, Adin E. Bryant, Wm. H. Vansant, and Philip E. O'Brien. The memberships of Albert Gates, Robt. H. Livingston. Wm. S. Young, Wm. J. Underwood and C. H. Kingsbury were posted for transfer. Memberships are quoted at \$3,000 net to buyer.

INDIANA

Evansville, Ind.—We have sold out our business.—Chas. W. Brizius Sons Co.

St. Louis Crossing, Ind.—Farmers are organizing a company to build an elvtr.

Paoli, Ind.—W. R. Griffin, of Hartville, Tenn., is now mgr. for the Paoli Mlg. Co.

Anderson, Ind.—The Union Grain & Coal Co. will install at 20-h.p. motor in its elvtr.

Rossville, Ind.—I have purchased the elvtr. of McComas & Hornbeck.—Otto Lefforge.

Brookville, Ind.—The mill of H. W. Grimme & Son was recently damaged by fire. Loss, \$2,000.

Battle Ground, Ind.—I have succeeded J. E. Francis as agt. for the Crabbs, Reynolds, Taylor Co.—W. A. Ross.

Nora, Ind.—The Hinshaw Elvtr. Co. incorporated; capital stock \$20,000; incorporators F. T. and E. A. Hinshaw.

Clarks Hill, Ind.—Witt & Seeger will rebuild the Clover Leaf Elvtr., burned Aug. 3. Work will be started as soon as spring opens.

Ft. Wayne, Ind.—S. L. Goodwin is now mgr. of the local office Ware & Leland. He was formerly connected with Phillips & Sprague.

New Carlisle, Ind.—Farmers Grain Co. incorporated; capital stock \$10,000; incorporators Ralph Bennett, M. Switzer, Chas. Bates and others.

Lynn, Ind.—We have remodeled our basement and cemented it. We have also installed a new seed cleaner and motor power.—Berry Bros.

Evansville, Ind.—Frank Brenner, of the Akin-Erskine Mlg. Co., recently dropped dead on a city street from heart trouble. He was 42 years old.

Wolcottville, Ind.—The Wolcottville Shippers Ass'n organized to deal in grain and farm products; directors, J. A. Reinhoel, Wm. Wolf and I. E. Brill.

Hazleton, Ind.—H. M. Arthur has bot the Hazleton Flour Mill of A. C. Heise, who has operated it for the last 12 years. Will take possession Mar. 1. Jos. Catt, of Bourbon, will be in charge.

New Carlisle, Ind.—Officers of the Farmers Grain Co. are Ralph Bennett, pres., S. A. Rogers, sec'y. The company bot the elvtr. of the Pears-East Grain Co. and will take possession May 1.

Freeland Park, Ind.—We have improved our driveway by taking out the bridge approach and filling in with dirt, surrounding it with a cement wall 6 ft. high.—J. W. Geary, mgr. W. J. Ladd & Co.

Craigville, Ind.—The elvtr. of G. T. Burke, containing 3,000 bus. of grain, burned at 3 a. m., Feb. 7. A carload of shelled corn on the tracks near the elvtr. was also destroyed. The elvtr. was a mass of flames when the fire was discovered. The loss is placed at \$12,000 and is partially covered by insurance. The house will be rebuilt at once.

La Fayette, Ind.—That many farmers of the state are considering the advisability of sowing some spring wheat this season is indicated by the many inquiries we have had concerning the production of that crop. The average yield of one of the leading varieties of spring wheat for the last 5 years is 11.7 bus. per acre, against 27.4 bus. of winter wheat. Spring wheat is naturally a cool climate crop and probably suffers more from hot weather than either oats, rye or barley. This makes it important to get it sown as early in the spring as possible. The rate of seeding should be about 6 pecks per acre. The Marvel and the Marquis have proved the most satisfactory varieties tested here.—A. T. Wianko, chief in soils and crops, Bulletin No. 196, Purdue University Agricultural Experiment Station.

Bentonville, Ind.—The Connell-Anderson Grain Co. intends to make extensive repairs on the elvtr. recently purchased at this point. The company will handle coal and feed in addition to grain.—J. S. Hazelrigg, Cambridge City.

INDIANAPOLIS LETTER.

Louis Hitzelberger, pres. of the National Hay & Grain Co., died Feb. 9, at the age of 65.

J. G. Voyles, who was formerly in the grain business in this city, died recently at his home in Columbus, Ind., at the age of 65.

The Merchants Stock & Grain to incorporated; capital stock \$10,000; incorporators O. O. McLelland, Wm. H. Delbrook and E. F. McCoy.

Gale Bros., of Cincinnati, O., incorporated to do business in Indiana; capital stock in this state \$10,000; total capitalization \$125,000.

On Feb. 15, a trading room was opened in the Board of Trade Bldg. for the convenience of its members. The sessions will be from 11 a. m. to 2 p. m. and in future all inspectors' samples will be delivered to receivers' tables in the trading room. The room is equipped with 10 desks and a large blackboard. It also contains the usual telegraf equipment. Each business day, beginning at 1 p. m., an auctioneer, appointed by the chairman of the grain com'ite to serve 1 month, will sell to the highest bidder any cars of grain or hay offered. William H. Howard, see'y of the Board of Trade, will be the auctioneer the first month. R. C. Daus will be doorkeeper.

The following have recently been admitted to membership in the Board of Trade: Pliny M. Gale, Chas. B. Jenkins. Noblesville Milling Company, Noblesville, Ind.; Walter J. Kemp, Correspondent, Lamson Brothers & Co., Board of Trade Building, Indianapolis; John Wilson, Roachdale, Ind.; H. E. Ritcher, Cincinnati, Ohio; J. F. Russell, Garland Milling Co., Greensburg, Ind. Special membership was allowed the following: Alfred Brandeis, Louisville, Ky.; B. S. Gale, Indianapolis; J. C. Jordan, Indianapolis; John S. McDonald, New Albany, Ind.; Arthur C. Schuff, Louisville, Ky.; Edward B. Terrell, Cincinnati, O.; R. L. Callahan, Louisville, Ky.; Breaux Ballard, Louisville, Ky.

IOWA

Varina, Ia.—F. O. Hocum will install a new engine in his elvtr.

Flugstad, Ia.—The Farmers Grain Co. has installed an 11-h.p. engine.

Wapello, Ia.—We succeeded E. B. Cook, Feb. 1.—Brown & Schafer.

Garden City, Ia.—The mgr. of the Farmers Elvtr. Co. died recently

Coon Rapids, Ia.—Earl Timme is now mgr. for the Farmers Elvtr. Co.

, Manly, Ia.—The Manly Grain Co. has installed a 1,250-bu. automatic scale.

Elliott, Ia.—D. C. Reynolds has installed a $7\frac{1}{2}$ -h.p. motor in the South elvtr.

Inwood, Ia.—C. A. Anderson and O. H. Moon have bot the elvtr. of A. D. Erickson.

Vincent, Ia.—The Hynes Elvtr. Co. will put in a new elvtr. leg and make general repairs.

Corwith, Ia.—Peter Hatterscheid will build a new office to replace the one burned Dec. 24.

Woodward, Ia.—W. W. Cook has bot the elvtrs. of W. W. Horos at this station and at Moran.

Jacobs, (Grinnell p. o.), Ia.—W. C. Williams has succeeded L. A. Windhurst at this station.

Newhall, Ia.—O. Kaeberle & Co. have installed a 4-ton type registering beam wagon scale.

McCallsburg, Ia.—R. E. Baumgardner will be employed by the Farmers Grain Co. this year.

Geneva, Ia.-The Farmers Elvtr. Co. will remodel its elvtr. and lower the driveway.

Dike, Ia.—J. A. Frerichs will entirely re-nodel his elvtr. The Newell Constr. Co The Newell Constr. Co. has the contract.

Lake Park, Ia.—A. J. Arends, of George, will be the new mgr. of the Farmers Cooperative Exchange.

Lake View, Ia.—The Updike Grain Co. will install a new engine and increase the size of the elvtr. leg.

Cushing, Ia.—C. E. Lowry & Son have let contract for a 20,000-bu. elvtr. to the Younglove Constr. Co.

La Fayette (R. D. Alburnett), Ia.—The E. M. Lansing Grain & L. S. Co. has installed a 5-ton wagon scale.

Brooklyn, Ia.-The new elvtr. of the Brooklyn Lbr. & Grain Co. electricity.—Johnston Bros. & Grain Co. is operated by

Elberon, Ia.—We will remodel our elvtr. this spring.—H. S. Johnson, mgr. Elberon Farmers Grain & Supply Co.

Emerson, Ia.—A. D. Swisher, of Hastings, has bot the elvtr. of J. W. Crawford and will take possession Mar. 1.

Livermore, Ia.—The Farmers Elvtr. Co. has installed a 9-h.p. engine and will probably raise and remodel its elvtr.

Williams, Ia.—The elvtr. of Austin & Hartwig was entered by burglars Feb. 8 but nothing of value was taken.

Story City, Ia.—Harper & Ward, of Des Moines, have again opened a branch office here with C. M. Bartlett in charge.

Fonda, Ia.—The Farmers Elvtr. Co. is contemplating the erection of a new office and the installation of a larger engine.

Oakland, Ia.—Elvin F. Wentz has let contract to the Burrell Engineering & Constr. Co. for a 25,000-bu. frame elvtr.

Superior, Ia.-Roy Paulson will succeed Chas. Beavers as buyer at the Davenport Elvtr. operated as J. F. Dow & Co., Mar. 1.

Rudd, Ia.—The Farmers Exchange has completed its 8,000-bu. tile ear corn crib. The crib with machinery included cost \$3,-

Onawa, Ia.—I have bot the elvtr. of J. A. Gray and will take possession Apr. 1, operating as Harper & Murphy.—R. B.

New Hartford, Ia.—We are trying to organize a farmers equity elvtr. company here but have not succeeded as yet.—B. D.

Humboldt, Ia.—On Mar. 1, E. J. Funk, mgr. Farmers Elvtr. Co. at Ladora, will succeed Emery Sells as mgr. Farmers Elvtr.

Mt. Union, Ia.-The Farmers Elvtr. Co. has let contract to the Burrell Engineering & Constr. Co. for an elvtr., work to be started Apr. 1.

Dow City, Ia.—I will not make any changes in the elvtr. I recently bot from Christ Vollerson. Will take possession Apr. 1.—H. G. Scott.

Bayard, Ia.—We will build a 40,000-bu. elvtr. at this station. Will let contract some time before May 1.—Chas. Dozler Grain Co., Templeton.

Struble, Ia.—I have resigned as agt. for the Atlas Elvtr. Co. here and will become mgr. for the Davenport Elvtr. Co. at Melvin, Mar. 1.—Chas. A. Huck.

Ritter (Sheldon p. o.), Ia.—The Farmers Elvtr. Co. has installed a 12-h.p. oil engine and is lighting its elvtr. by electricity and is also supplying electricity to the town.

Kensett, Ia.—Ole Randall, mgr. of the Farmers Elvtr. Co., died recently. Mr. Randall formerly owned the elvtr. of the farmers company and was succeeded by it.

Langdon, Ia.—The Farmers Elvtr. & Supply Co. has let contract for a 20,000-bu. cribbed elvtr. to the Burrell Engineering & Constr. Co. Work is to be started Mar. 1.

Williamsburg, Ia.—N. T. Leech, mgr. for the Jackson Grain Co. for the past 11 years, has resigned and will become mgr. of the Liberty Lbr. Co. at Kinross, Mar. 1.—W. T.

Lorimor, Ia.—The coal sheds of the Neola Elvtr. Co., near the elvtr., were recently slightly damaged when a loaded freight car jumped the track and crashed into the building.

Glasgow (Waterloo p. o.), Ia.—The Iowa Investment Co., of Waterloo, is building a 12,000-bu. cribbed elvtr. on the W. C. F. & Nor. R. R. The Newell Constr. Co. has the contract.

Ontario, Ia.—Chas. Dinsmore, formerly second man for the Gilbert Grain Co. at Gilbert, is now mgr. for the recently organized Farmers Grain Co. He succeeds W. A. Pontius, who resigned.

Leon, Ia.—There was some talk of organizing an elvtr. company here but nothing has been done as yet and nothing will be done at present.—C. R. Rauch, mgr. Iowa Missouri Grain Co., Lamoni.

Orchard, Ia.-Frank Chatman was elected pres. of the Farmers Elvtr. Co. at the recent annual meeting. Other officers are Robt. Clark, vice-pres., Peter Behrns, sec'y, and Mr. Gleason, mgr.

Grimes, Ia.-W. H. Nibel is still agt. for the Neola Elvtr. Co. at this point. I have been stationed here by the company for a short time only and will be transferred to another station later.—S. R. Neola Elvtr. Co.

Ellsworth, Ia.-Jos. Olson, who had been in the grain business at this point for the last 15 years, died Jan. 30, after a few days' illness with pneumonia. While installing new cups in his elvtr., Mr. Olson caught a heavy cold. He was 45 years old.

Dows, Ia.-A C. R. I. & P. freight Dows, Ia.—A C. R. I. & P. freight car loaded with shelled corn was derailed, Feb. 12, near the local elvtr. and immediately headed for the river. The elvtr. happening to be in its way its wild career was cut short. Neither elvtr. or car appeared to be materially damaged by the

Whitten, Ia .- I have let contract to the Newell Constr. Co. for a 25,000-bu. cribbed elvtr., the cribbing to be 2x4 and 2x6. The equipment will include 2 elvtr. legs, one with 12x7 and the other with 11x6 in. cups. Will use gas power. I expect to install electric power also. I will have a nice roomy office at the side of the driveway. Work will be started Mar. 1.—A. J. Mabie.

Tama, Ia.-At the recent annual meet-Tama, Ia.—At the recent annual meeting of the Farmers Elvtr. Co., Geo. Dolezal was elected pres., E. Mericle, vice-pres., A. Ehlers, treas. and L. M. Bissel sec'y. H. D. Cory will remain as mgr. The company has decided to rebuild the house burned Nov. 25 and Mgr. Cory and F. Smith, a director, will inspect nearby elvtrs. with a view of incorporating as many profitable features in the new house as possible.

Ames, Ia,—Glade Sills, employed Ames, Ia.—Glade Sills, employed in a local elytr., narrowly escaped instant death. Feb. 17, when his clothing caught in a revolving line shaft. The fact that his clothing gave way saved his life. He was working on a corn sheller and reached over the line shaft to adjust a part of it. A button hole in his overalls jacket caught on a set screw. In another instant he was standing nude before the shaft, his hat and shoes being all that escaped.

and shoes being all that escaped.

Dedham, Ia.—The report that John G. Schreck and myself had bot the elvtr. of our company is incorrect. We did buy the old cribbed house of the company on the old abandoned line of the C. M. & St. P. Some time ago the railroad built a new road half a mile from town and we built a new elvtr. on it at a cost of \$10,500. It is equipped with 2 dumps, 2 legs, 7x14 cups, No. 32 Western Gyrating Cleaner, 2,500-bu. Richardson Scale, Hall Distributors, 40-h.p. gasoline engine, sheller with ear corn drag. The house is 31x33 ft. with 40 ft. cribbing, and 75 ft. high. It has a 16 ft. basement completely concrete, 4 and 7 in. thick. We have a driveway 11 ft. wide. The old elvtr. was practically a complete loss to the company as it was and sold for \$385.—W. B. Loeltz, mgr. Farmers Grain, Stock & Lbr. Co.

Des Moines, Ia .- Officers of the Central Des Moines, Ia.—Officers of the Central Iewa Grain Co. which will operate the B. A. Lockwood Grain Co.'s elvtrs. at Gilbert, Ames, Kelley, Slater, Sheldahl, Crocker, Polk City and Ankeny on the C. & N. W. and at Garden City, Shipley, Cambridge, Lees Siding, Elkhart and Enterprise on the C. M. & St. P., are Parley Sheldon, Ames, pres.; J. G. Rounds, Des Moines, vice-pres.; R. A. Crawford, Des Moines, sec'y-treas. and myself mgr. We expect to take over the grain elvtrs. and start operation Mar. 1.—M. McFarlin.

SIOUX CITY LETTER.

Sioux City grain merchants are shipping a great volume of corn into Canada.

F. P. Sides, owner and mgr. of the Sides Brokerage Co., died Jan. 26. The business has been discontinued.

T. W. Peterson, sec'y-treas. of the Flan-ley Grain Co., has applied for member-ship in the Board of Trade.

ship in the Board of Trade.

The Mystic Mlg. Co. has announced that it will rebuild the Terminal Elvtr. which it bot last June and which burned July 13, if the Terminal Elvtr. Co. will give a clear title to the site of the former house. The directors of the elvtr. company have authorized the granting of the site and it is expected that contract for a \$150,000 reinforced concrete house will be let at an early date. The old elvtr. had a capacity of 300,000 bus. and the new house will be as large or larger and will be fireproof in every way. It is hoped to have the new elvtr. completed in time to handle this year's crops. vear's crops

KANSAS

Thayer, Kan.—The Post Elvtr. burned Feb. 2

Moran, Kan.—The Moran Grain Co. will build an elvtr.

Sedgwick, Kan.—J. H. Ogan is operating the Barkemeyer Elvtr.

Belleville, Kan.—The Belleville Mill & Elvtr. Co. has installed an oil engine.

Bennington, Kan.-The Farmers has installed an automatic scale.

Weir, Kan.—James Bates has installed a 30-h.p. gasoline engine in his elvtr. Brown Spur, Kan.—We expect to build an elvtr. in April.—Farmers Elvtr. Co.

Lewis, Kan.—Bert Allen has succeeded Dell Gossett as mgr. of the Kansas Grain

McCune, Kan .- The Kelso Grain Co., of Cherokee, may build an elvtr. at this sta-

Galva, Kan.—The Farmers Grain & Supply Co. will build a new elvtr. on the Santa

Garden City, Kan.—Farmers are interested in the elvtr. proposition and may erect a mill and elvtr.

Kanopolis, Kan.—The Farmers Elvtr. Co., Ellsworth, will build an elvtr. here.— L. Dannen, Wilson.

Wetmore, Kan.-I succeeded R. J. Courter and own an elvtr. of 7,000 bus. capacity on the Mo. Pac.—J. Heinen.

Alameda (Kingman p. o.), Kan.—Peter A. Graber, of Pretty Prairie, has bot the elvtr. of John McKenzie.

Brewster, Kan.—J. P. Horney, who owns an elvtr. here, will build at Edson, Kan., and Flagler or Vona, Colo. Horney, who owns

Leavenworth, Kan.-The J. C. Lysle Mlg. has bot the old Methodist Church and will use it for a grain warehouse.

Lorraine, Kan.—We will build a new elvtr. in the spring.—Wm. T. Heitschmidt, mgr. Lorraine Grain, Fuel & Stock Co.

Wichita, Kan.—Sec'y Sherman of the Roard of Trade, has announced himself a candidate for director of the school board.

Mentor, Kan.—We have not completed the organization of a farmers company yet but we expect to soon.—R. M. Max-

Croft, Kan.—Barney Dinkins has leased the elvtr. of the W. E. Clark estate. He was mgr. for Mr. Clark for a number of

Kanona, Kan.—J. A. Stinson has built an elvtr. at Genoa, Colo., and will build elvtrs. at Seibert and at Vona, Colo., on the Rock Island.

Sawyer, Kan.—The Bolin-Hall Grain Co., of Liberal, has bot the elvtr. of the W. E. Clark estate and will retain W. E. Wait as mgr.

Ellinwood, Kan.—The Ellinwood Mill & Elvtr. Co., recently organized and incorporated, will continue under the old management.

Eldorado, Kan.—The elvtr. which I recently built is only a farm elvtr. and will not be used in the grain business.—Robt. H. Hazlett.

Hutchinson, Kan.—The Rock Mlg. & Elvtr. Co. will increase the handling capacity of its workhouse and double its storage capacity.

Wichita, Kan.—The warehouse of the "B" mill of the Red Star Mill & Elvtr. Co. has been remodeled and the storage capacity increased.

Wilson, Kan.—Our new automatic scale has a capacity of 6 bus, and replaces the old hopper scale we have been using.— Farmers Elvtr. Co.

Shady Bend, Kan.—Amos Richolson, of Salina, has bot the interest of O. V. Steward in the mill and elvtr. here and will take personal charge of the plant.

Marquette, Kan.—We have been operating a portable elvtr. here but will build a 10,000-bu. elvtr. in the spring.—A. R. Anderson, Marquette Produce Co.

Kanarado, Kan.—Hugh Baker, of Burlington, Colo., has succeeded J. W. Germann & Son. The elvtr. will be operated in connection with his other stations.

Wichita, Kan.—H. Kaufman, of the Stevens Scott Grain Co., recently surprised the "boys" on change by slipping quietly away and getting married. He is now with his bride in California.

Marquette, Kan.—The Farmers Union Exchange incorporated to build an elvtr.; capital stock \$6,000; i incorporators S. D. Myers, J. W. Burnison, F. Lindstrom, C. Yowell, A. W. Holler, S. Ellrick and W. L. Hughes.

Topeka, Kan.—Senator H. Sutton recently introduced a bill to appropriate into the state general fund a surplus of \$15,000 which has accumulated in the treasury of the state grain inspection dept. It was passed by the Senate, Feb. 18.

Hutchinson, Kan.—Contract for the 500,-600-bu. elvtr. of the Larabee Flour Mills Co. has been let to the Finton Constr. Co. It will consist of 12 tanks, 27 ft. in diameter and 100 ft. high, with a working house to contain a full line of equipment. Work will be started at once.

Wellington, Kan.—The Aetna Mill & Elvtr. Co. will start work in a few days on 8 concrete storage tanks with a combined capacity of 200,000 bus. This will give the company a total storage capacity of 300,000 bus. in this city and 100,000 bus. in its 13 country elvtrs.

Peck, Kan.—I have bot the elvtr. of the Arkansas City Mig. Co. as reported and will engage in the grain business on my own account. I was with the company for 16 years. This elvtr. and the one I bot at Zyba will be under the supervision of R. H. Armstrong, who was with the old company for 10 years.—Tom. K. Bell.

Beloit, Kan.—Work has been started on new 50,000-bu. reinforced concrete storage addition of the Beloit Mg. Co. The Otto Lehrack Contracting & Engineering Co. has the contract for 6 square hopper-bottomed bins which will constitute the addition. The work is to be completed May 1. Conveyors will be used to connect the storage with the mill.

Langdon, Kan.—We will build a 25,000-bu. elvtr. on the site of the present house which will be wrecked. We have completed plans and will let contract soon.

—J. A. Lyons, mgr. Farmers Elvtr. Co.

Hutchinson, Kan.—T. J. Broadnax, of Broadnax & McLinley, of Kansas City, Mo., has brot suit against S. G. Balley for \$1,755.51 for default of contract on a shipment of wheat. The plaintiff claims that he held 2 contracts each calling for 5,000 bus. of wheat at \$3c and \$3%c per bu. respectively and that failure of Bailey to deliver cost him \$818.01 on one contract and \$937.50 on the other.

Bogue, Kan.—The 15,000-bu. elvtr. of the Carlisle Lbr. Co. has been completed. The house is of studded construction on a concrete foundation and is sheathed on the outside with ship-lap and covered with galvanized iron. The roof is of standing seamed galvanized iron. The equipment includes a cleaner, manlift, rope drive, hopper scale, one stand of elvtrs. and a 10-h.p. engine. A wagon scale office is part of the plant. The R. M. Van Ness Constr. Co. had the contract. The elvtr. was built for B. C. Kenyon, who sold to the Carlisle company.

Topeka, Kan.—The anti-discrimination bill, introduced by Representative Stone, has been unanimously recommended for passage by the house com'ite to which it was referred. The act makes it unlawful for any buyer or seller of grain or other farm produce to discriminate in price between their customers or between different sections or communities or cities in the state where the effect of such discrimination may be to substantially Jessen competition or to create a monopoly in any line of trade. Allowances are made for different grades, qualities, cost of transportation, etc.

KENTUCKY

Pine Grove, Ky.—My warehouse was practically unhurt in the recent fire, the blaze being confined to adjoining buildings.—D. W. Scott.

Greenville, Ky.—The Greenville Mlg. Co. has been dissolved and the charter surrendered. The plant of the company burned June 1911 and was never rebuilt.

Hopkinsville, Ky.—The Southern Cereal Co, has been organized with a capital stock of \$50,000, to manufacture a breakfast food. The organizers are O. F. Tutt, T. L. Evans and Thomas P. Cook.—S.

Corydon, Ky.—We have incorporated with a capital stock of \$15,000 to operate a bonded warehouse for the handling ostorage grain, etc. Warehouse "A" of 50,000 bus. capacity has been completed. J. E. Stapp is pres. of the company and L. O. Stapp, mgr.—Kentucky Storage Warehouse Co.

Paris, Ky.—The federal court has affirmed the decision of the referee in bankruptcy in regard to an assignment recently made by R. B. Hutchcraft, a grain and seed merchant who was also a farmer. Hutchcraft sought to evade bankruptcy proceeding on the ground that he was a tiller of the soil and according to law immune to involuntary bankruptcy proceedings. The court however held that he was principally engaged in the grain and seed business.

LOUISVILLE LETTER.

Herman F. Monroe & Co. have moved into new quarters.

The A. C. Schuff Co. reports business very slow, as cotton is depressed and the distillery trade badly hurt thru liquor law, corn, barley, malt, etc., suffering thereby.

H. Verhoeff & Co. are optimistic as to the future. Altho southern farmers have been slow on account of the cotton situation, and have been feeding their own grain, the company believes that it is coming to market.—S.

LOUISIANA

NEW ORLEANS LETTER.

A determined effort is being made to drive out the rats that infest the docks, elvtrs. and warehouses at this market. Several hundred thousand dollars will be spent on the Sturtevant Docks to make them rat proof.

Jeff D. Hardin, pres. of the Board of Trade, was appointed chairman of the Hero Day celebration, Feb. 13, and he appointed R. F. Clerc, Aaron Davis, W. J. Castell and L. H. Collett as assistants. The Hero Day celebration marked the opening of the Hero Pumps, in the Jefferson-Plaquemine drainage district, which will reclaim a great tract of land, much of which it is expected will be devoted to grain.—B.

The Board of Trade on Feb. 9 elected three com'ites to form a buro for a wider trade market. The buro became a settled fact when Dr. P. H. Saunders submitted plans recommending 5 depts.: native cereals and hay, vegetables, citrus and other fruits, cattle and hogs, poultry and eggs. One of the com'ites appointed is to deal with standards and weights; another is to keep in touch with foreign markets and issue daily reports as to the state of such markets in regard to the products of different sections; the third is to concern itself with outside development. Duties of the last are to include a canvass of the territory tributary to New Orleans with a view of ascertaining the quantity each section will have to sell, the time of probable marketing, the condition of crops; and getting farmers, planters and local organizations to co-operate with the buro.—B.

The directors of the Board of Trade fully indorsed the recent action of the Grain Com'ite, which went on record as being unalterably opposed to the leasing of export grain elvtrs. to individuals or firms. The following resolution was adopted: "It having come to our attention that the L. R. & N. Co. is seeking to build an export grain elvtr. on the property controlled by them at Willow Grove Landing, we have no hesitancy in recording our unqualified opposition to the development of any further individual export terminals to be constructed in New Orleans by any railroad company for the exclusive use of its business, believing that such would work to the detriment of extension f public ownership and operation of port facilities. We will discourage to the fullest extent the granting of any special privileges for such purposes. We do urge, however, upon the Belt Railroad Com's'n the immediate construction of an up-to-date grain elvtr., to be owned and operated for account of all carriers and individuals, and we urge upon the Dock Board the furnishing of a suitable site for this purpose adjacent to the new cotton warehouse." Com's'ner Thompson, head of the Dock Board, said that no matter how willing the Public Belt Com's'n was to build an elvtr., he did not think they had the authority to do so under the law that created the com's'n. While an elvtr. might be considered a warehouse, he said, it was doubtful as to whether it could be considered necessary to the operation of the Belt Railroad. He also claimed that the funds of the commission were not large enough to undertake such a step.—B.

MARYLAND BALTIMORE LETTER.

Wm. T. Morgan, of Reese & Morgan, a firm that formerly conducted the "afternoon call" at this market, died Feb. 2 at the age of 76

The standing com'ite of weighing of the Chamber of Commerce is composed of Eugene Blackford, ex-pres., chairman, E. F. Richards and Wm. H. Hayward.

The new elvtr. of the Western Md. Ry. Co. will practically consist of 2 buildings, one 62x72 ft. and one 85x128 ft. Both will be 195 ft. high. The buildings will be connected, but will be placed so that a ship can dock between them and load from either house. James Stewart & Co. have the contract.

Elvtr. "B" of the B. & O. Ry. Co. was threatened with destruction by fire recently, when sparks from a passing engine set fire to a car near the elvtr. Prompt action saved the big building.

MICHIGAN

Traverse City, Mich.—The Traverse City Mig. Co. will increase its capital stock from \$25.000 to \$50.000.

St. John, Mich.—Geo. H. Brooks has succeeded W. H. Van Constant as mgr. for the John Hicks elvtr.

Mayville, Mich.—The Mayville Grain & Produce Co. lost a hay and potato warehouse, Feb. 10, by fire. The total loss was \$1,800

Pontiac, Mich.—I severed my connection with the C. E. De Puy Co. several months ago and am now giving my attention to my stock farm.—B. E. Cummiskey.

Detroit, Mich.—The last vestige of the old Michigan Central Elvtr. disappeared Feb. 17 when the big smokestack was pulled down. The stack was built during the civil war.

Muir, Mich.—John U. Stott, of Stott & Danner, died recently. Mr. Danner who bot the interest of Mr. Hawley in the firm of Hawley & Stott in 1913, will continue the business under the present name.

Middleton, Mich.—Our officers are P. C. Blank, pres., J. A. Staley, vice-pres., J. D. Smith, Sec'y and E. H. Shinline, treas.—Alfred Gruler, mgr. Middleton Gleaner Farmers Elvtr. Co., succrs. to Middleton Gleaner Farmers Elvtr. Co.

Dowagiac, Mich.—H. Colby, pres. of the Colby Mlg. Co. and a former pres. of the Michigan State Millers Ass'n, dled recently. He was known as the dean of the milling business in the state and was well known to grain dealers thruout the country.

Lake Odessa, Mich.—L. H. Heaton, prop. of L. H. Heaton & Co., died Feb. 14, as a result of an accident in his elvtr. in the fall of 1913. At that time his arm was caught in the cogs of a feed grinder and practically shredded clear to the shoulder.

Detroit, Mich.—Henry C. Dupuis, a veteran grain elvtr. operator here, died recently at the age of 64. Mr. Dupuis suffered a stroke of paralysis a few days before his death and did not rally from it. For 23 years he was supt. of the B. & M.

MINNESOTA

Forada, Minn.—The Farmers Elvtr. Co. has installed a feed mill in its elvtr.

Melrose, Minn.—The elvtr. of the National Elvtr. Co. has been closed for the season.

La Salle, Minn.—Farmers are interested in the organization of a company to build an elvtr.

Carlisle, Minn.—The Farmers Elvtr. Co. reopened its elvtr Feb. 8, with Henry Sethre in charge.

Sacred Heart, Minn.—I have succeeded Martin Hanson as mgr. for the Miller Elvtr. Co.—E. Thang.

Minneota, Minn.—H. H. Dahl has let contract to the Burrell Engineering & Constr. Co. for a 20,000-bu. elvtr.

Faribault, Minn.—The Sheffield-King Mlg. Co., of Minneapolis, will build a 50,000-bu. storage addition to its plant here this spring.

Sacred Heart, Minn.—M. Eliason, prop. of the Eliason Grain Co., has sold his elvtr. to Ole Collin, who will take charge Apr. 1. —E. Thang.

Wellsville, Minn.—I sold my interest in the elvtr. and feed business of Glynn & Winkler to Winkler & Trullinger, Feb. 16.— C. W. Glynn.

Eyota, Minn.—I have bot the elvtr. of G. W. Van Dusen & Co. and will take possession July 1. Will install a dump scale,—J. B. Leveille.

Tyler, Minn.—The Farmers Elvtr. Co. will handle the grain business of the Farmers Alliance which has voted to discontinue its organization.

Empire, Minn.—The elvtr. of the Commander Elvtr. Co. has been remodeled and put into first class condition. Mr. Wagner, of South Dakota, has succeeded Will Glefer as buyer.

Brown Valley, Minn.—The elvtr. of the Cargill Elvtr. Co. burned early in the morning, Feb. 18. The building is a total loss and about 15,000 bus. of grain were damaged.—M.

Cannon Falls, Minn.—The new mill of the Cannon Valley Mlg. Co. has been completed and the mill and elvtr. are now in operation. The new plant replaces the one burned July 30, 1914.

Greenland, (Elysian p. o.), Minn.—Altho the elvtr., recently purchased by Jos. Warner, has been closed for some time, it is reported that it will be opened in a few days with T. F. Slattery as buyer.

Hancock, Minn.—John S. Danens, formerly mgr. of the Hancock Market Co., died at his daughter's home at Grantsburg, Wis., Feb. 14, at the age of 67. He retired from active business about a year ago on account of ill health.

Ash Creek, Minn.—The elvtr. of the Pacific Elvtr. Co., containing 8,000 bus. of corn burned recently. A loaded car of corn on the side track was also burned. The St. John Grain Co., of Worthington, is taking care of the grain.

Carthage Junc. (East Grand Forks p. o.), Minn.—We do not know what caused the recent fire in our elvtr. The loss amounted to \$5,000 on the building and \$4,000 on grain. The building was fully insured. We will build a 30,000-bu., up-to-date house, equipped with oil engine, rope drive and the latest improvements to replace it.—Monarch Elvtr. Co., Minneapolis.

St. Cloud, Minn.—The mill of the Gt. Northern Flour Mills Co. burned at 5 p. m., Feb. 16. The fire is believed to have been due to a hot box on the top floor of the building. The cleaning machinery was in operation at the time but the rest of the mill was shut down. The elvtr., containing a large amount of wheat, was saved. The plant was bot last October from the Geo. Tileston Mig. Co. and was erected 26 years ago by Mr. Tileston. The loss is placed at \$150,000, with \$100,000 insurance. The mill will be rebuilt at once.

DULUTH LETTER.

Geo. F. Foster, sec'y of H. L. Hankinson & Co., has been ill for sometime.

Duluth, Minn.—Mgr. James Graves, of the Capital Elvtr. Co., who recently underwent an operation for appendicitis, has suffered a relapse and is again confined to his bed.

J. T. Pugh, ass't mgr. of the Van Dusen-Harrington Co. in this city, is slowly recovering from the effects of an operation for appendicitis but expects to return to his desk in a few days.

G. H. Spencer was elected pres. of the Duluth Clearing House at the recent annual meeting. Other officers are Thos. Gibson, vice-pres.; Franklin Paine, mgr.; and W. C. Johnson, ass't mgr. New directors are G. G. Barnum, J. F. McCarthy, J. A. Todd, S. H. Jones and W. J. McCabe.

Duluth, Minn.—Geo. Spencer, three times press of the Board of Trade and a charter member of the organization, died Feb. 14, at the age of 72. Mr. Spencer was the first vice-press of the exchange, holding the office in 1881 and again in 1905. He was press in 1882, 1894 and 1906. At the time of his death he was press of the Consolidated Elvtr. Co. He was one of the oldest and most prominent grain dealers at this market, having been in the city since 1870. He was ill for 5 months and is survived by his widow and 2 daughters and 1 son., G. H. Spencer, vice-press of the Consolidated Co.

MINNEAPOLIS LETTER.

Edmund T. Schneider, who has been employed by the Phoenix Mlg. Co. for 31 years, died Feb. 7 at the age of 61. He was office mgr. at the time of his death.

W. M. Holton is not in our employ, as has been reported.—E. L. Welch Co.

Philip W. Seipp, of Chicago, has applied for membership in the Chamber of Commerce.

C. R. Tubbs, of the Dibble Grain & Elvtr. Co., who has been ill for the last 5 months, is able to be out and to visit the office but will not be at his desk for some time.

The entire Western Union telegraf circuit in the Chamber of Commerce was put out of commission at 6:30 p. m., Feb. 21, when a 500-wire terminal blew out. Fortunately the exchange was closed on the 22d and the system was in working order when it opened Tuesday morning.

The statement that the P. B. Mann-Anchor Co. has gone into the hands of a receiver, appearing in these columns, Feb. 10, is not true. The company is not in the hands of a receiver nor is it bankrupt. We have gone into liquidation and have a friendly, or advisory, com'ite made up of F. C. Van Dusen, of the Van Dusen-Harrington Co., W. D. Gregory, of Gregory-Jennison Co., and Dr. F. H. Welcome, of the Union Investment Co., to help in the liquidation.—S. M. Passmore, pres., P. B. Mann-Anchor Co.

We are indebted to Sec'y John G. Mc-Hugh for a copy of the 32d annual report of the Chamber of Commerce. The report contains a full list of the officers, directors and standing com'ites for 1915, officers of the Chamber of Commerce since its organization in October, 1881, a revised list of the members of the exchange up to date and a list of the firm and corporate members. It also contains comprehensive statistical reports of the grain received, handled and shipped at this market for 1914 and at outside markets and crop reports. Daily receipts and shipments of each grain, closing prices, inspection, crop movement, in store, etc., are accurately recorded. The public and private elvtrs, and mills, including the linseed mills of the city, are listed. Minnesota grades are given in full.

city, are listed. Minnesota grades are given in full.

E. R. Rehnke, chairman of the Minneapolis Board of Grain Appeals, in replying to Representative Spooner, who said that the grain inspection service of the state should be made self-supporting, made the following statement: "The inspection dept. and the board of grain appeals are more than self-supporting and are by no means a burden on the taxpayers. The state of Minnesota charges a fee on each car of grain that is inspected, also a fee is charged on all cars of grain appealed for final decision to the board of grain appeals. I wish to submit the following figures covering the past four years which shows the total fees earned by the appeal boards in Minneapolis and Duluth and also the expenses during this period: Earnings for four years, \$146,583.05; expenses for four years, \$78,012.71; net income to state, \$68,570.34. This is conclusive evidence to the taxpayers that this branch of the state dept. is neither a burden to the state nor to the taxpayers."

ST. PAUL LETTER.

C. C. Gray will rebuild his elvtr., burned Oct. 21, 1914. The new house will be 150x150 ft., with a capacity of 50,000 bus.

Representative Ivor J. Lee has introduced a bill to amend the Cashman Long Distance Tariff Act and permit "long line" roads to meet competition of the "short line" roads at local points.

Michael Doran, a pioneer grain broker at this market, died Feb. 20, at the age of 82. The grain brokerage firm of M. Doran & Co. was established by him in 1884, and was the first brokerage firm west of Chicago.

H. F. 509 introduced by Representative Mangus Johnson is an act to prevent unlawful discrimination between different localities in sale or purchase of grain and to provide punishment. It was referred to the grain and warehouse com'ite. The bill is similar to H. F. 98, previously introduced by Representative Frye, which however merely prohibited discrimination in the

prices paid for grain between different parts of the state with the intention of destroying competition. The latter bill was referred to the same com'ite and no action has been taken on it.

S. F. 415 introduced by Senator Adams makes it unlawful for any person to purchase or receive any wheat or other grain sweepings from any railroad car from any minor. It has been referred to the judiciary com'ite.

Since the defeat of the terminal elvtr. bill in the North Dakota legislature, the Equity Exchange has announced that its adherents in N. D., S. D., Mont. and Minn. will build a \$200,000 terminal elvtr. here for their own use.

H. F. 408 introduced by Representative A. F. Teigen prohibits the sale of futures in grain and provides forfeit of charter for violation of the rule. The grain and warehouse com'ite has the bill under consideration. In the bill deals in "futures" are deemed gambling contracts and declared void. The bill provides that margins put up could be recovered unless the seller has the article sold in his possession at the time of sale. Violation of the act is made a misdemeanor and it is provided that any exchange which permits sales of futures shall forfeit its charter. The attorney general and all county attorneys are directed to enforce the act. A public hearing on the bill will be held Feb. 25.

H. F. 427 introduced in the house by Magnus Johnson is an act giving owners of grain sold to or by members of Chambers of Commerce, Boards of Trade or grain exchanges a lien upon the memberships of such members for purchase price or value of such grain. The bill was referred to the grain and warehouse com'ite. The bill also states that the lien will continue for 6 months. Membership may be attached, the attachment to continue the lien undischarged or levied upon under the judgment for the indebtedness. The measure further stipulates that a member disposing of membership to which a lien has been attached without consent of the lienholder will be guilty of a misdemeanor.

lienholder will be guilty of a misdemeanor.

C. E. Elmquist, member state railroad and warehouse com's'n, at the public hearing, Feb. 15, on the efficiency and economy bill opposed the plan to change the name of the railroad commission and modify the present system of grain and scale inspection, which is done under the direction of the com's'n. He declared the plan impractical. Among the specific points of the bill opposed by Mr. Elmquist were the change in the name to the Buro of Railroads and Warehouses, the taking away of grain inspection from the board's control, and the provision turning any surplus over \$50,000 from the grain inspection fund into the general fund. The grain inspection fund, Mr. Elmquist said, is regarded as a trust fund, and when there is a large surplus at the end of a year, fees for inspection are reduced.

tion are reduced.

The house com'ite on grain and warehouses has appointed a subcom'ite consisting of Representatives O. Swenson, M. Johnson and G. Boehmke to visit the elvtrs of Minneapolis and Duluth to learn whether it is practicable to install track scales, as required by the bill recently introduced by Mr. Johnson providing that all grain in carload lots be weighed on track scales at the terminal points instead of on hopper scales now largely in use. The bill was heard for the second time on Feb. 17. It is being opposed by E. N. Bradley, representing Duluth, and favored by B. Drake, Jr., of Minneapolis. The bill virtually requires the installation of track scales at all terminal elvtrs. G. T. Slade, vicepres. Nor. Pac. Ry. Co., in testifying complimented the railroad and warehouse com's'n on the highly Co., in testifying complimented the railroad and warehouse com's'n on the highly efficient manner in which it had supervised grain weighing in Minnesota. He said: "I am not a scale expert and hold no brief for either track or hopper scales. But I do know that for the last 23 years grain weighing in this state has been exceptionally well managed, and the present

members of the com's'n and those who preceded them are entitled to praise for what they have done in this respect."

An order of the state railroad and warehouse com's'n, dated Jan. 8, abolishing switching charges on line hauls, has been suspended as to the M. & St. L. Co. and the Transfer Ry. Co., pending appeal. District Judge W. C. Leary Feb. 11 granted the request of the roads affected, when they agreed to keep account of all switching charges that may be collected and to return the money to shippers if the courts finally sustain the order of the courts. The order abolished switching charges of \$1.50 a car on freight handled on "line hauls," i. e., hauls that are not actually switched from one main line to another but merely moved from the main tracks to switching tracks connected with the same railway company. The Gt. Nor. Ry. Co. and the Minn. Western Ry. Co. obtained a suspension of the order last week.

MISSOURI

Montrose, Mo.—J. D. Mann will install a new shipping scale.

Laclede, Mo.—We will build a couple of elvtrs. this year.—C. B. Talbott, O. A. Talbott & Co.

Ferrelview (North Kansas City p. o.), Mo.—The J. L. Frederick Grain Co. will build an elvtr.

Orrick, Mo.—The R. V. Seward & Sons Grain Co., of Hardin, may build an elvtr. here this spring.

Milan, Mo.—Jos. G. Wilson, engaged in the grain trade at this point, died recently at the age of 34.

Higginsville, Mo.—The Higginsville Mlg. Co. has let contract to the Macdonald Engineering Co. for a 35,000-bu. concrete elvtr.

Union Star, Mo.—W. C. Evans, of Shroyer, has bot the elvtr. of the J. L. Frederick Grain Co. Clyde Sweet will assist him in the elvtr.

At a meeting of the directors of the Missouri Grain Dealers Ass'n, at Kansas City, Feb. 10, J. A. Gunnell, of Gorin, was elected sec'y of the Ass'n to succeed T. A. Bryant, resigned.

Lockwood, Mo.—I have bot only a half interest in the elvtr. I sold to E. Lammers and we will operate as Lammers & Farris. We will not make many improvements, but may put in a larger engine.—F. H. Farris.

Seneca, Mo.—The Seneca Mill & Elvtr. Co. has not had its plant here in operation for 2 years and it does not look as tho it would be used very soon. I have a 50-bbl. soft wheat mill but no elvtr. at present. H. W. Woehrmann.

Appleton City, Mo.—J. D. Mann, of Montrose, will build a 15,000-bu. ironclad elvtr. on the M. K. & T. R. R. and equip it with sheller, cleaner, feed roll, two legs, 25-h.p. oil engine in brick house and scales. A. J. Mann will manage the plant.

Bolivar, Mo.—The Frisco Ry. Co. has put a side track along the side of my elvtr., making it more convenient for loading and unloading. I have completed a small warehouse adjoining my elvtr. and will now handle feed and flour. I will enlarge the elvtr. also, raising the head 10 ft. and making the shipping bin much larger and more convenient.—T. H. Jarman.

Concordia, Mo.—We intend to build an elvtra and are having raises prepared. We

Concordia, Mo.—We intend to build an elvtr. and are having plans prepared. We expect to begin building some time in April and to have the house completed in July when the new wheat begins to move.—J. S. Klingenberg & Son, the only other grain dealers here, are reported to be planning addition to their elvtr.—E. Mallan, sec'y-treas. Concordia Mill & Elvtr. Co.

The following have recently been admitted to membership in the Missouri Grain Dealers Ass'n: Cosby Grain Elvtr. Co., Cosby; Bateman Gro. Co., Thayer; Moudy Pros.-Hatton, Harrisonville; J. G. Lutes Grain Co., Grant City; W. H. Seaton Grain Co., Lathrop; Gattlimier Mlg. Co., California; W. J. Hahn Grain Co., Olean; Mc-

Cray-Smith Grain Co., Cowgill; Clark-Lane Merc. Co., Sullivan; Savannah Grain Co., Savannah; Levasy Elvtr. Co., Levasy; Ed. Weller Co., Cleveland; Versailles, F. M. Versailles; W. W. Cannon, Butler; Bunceton Roller Mill, Bunceton; Hunt Bros. Mlg. Co., Pleasant Hill; J. S. McGee Gro. Com. Co., Bloomfield; Edmonston & Mayfield, Pleasant Green; Thomas Roach, Tortuna (no p. o.); Whiteside Elvtr. Co., Whiteside; Silex Grain Co., Silex; Berger Mlg. Co., Berger; Boonville Elvtr. Co., Boonville; Akard Mlg. Co., Bolivar; Hale Mlg. Co., Hale; J. D. Nash, Kidder; J. H. Machens, Machens; C. L. Senn, Phillipsburg; Powell & O'Rourke, St. Louis; T. A. Carron, Brickeys; Lammers & Farris, Lockwood; all of Missouri and J. E. Bennett & Co., Chicago, Ill.

KANSAS CITY LETTER.

Board of Trade memberships are now quoted at \$3,500, an advance of \$100.

E. R. Van Buren, formerly sec'y-treasand mgr. of the Haven Mlg. Co., Haven, Kan., is now on the road for the Russell Grain Co.

The new Glover Bldg. across from the Board of Trade, which will house many of the grain firms now in neighboring quarters, will be completed July 1.

O. A. Severance and G. A. Moore, both members of the Board of Trade here for many years, have been admitted to membership in the Chicago Board of Trade.

We will probably operate the 250,000-bu. elvtr. to be erected by the C. & A. R. R. Co. at this station. The new elvtr. will be of reinforced concrete construction.—Kaw Grain & Elvtr. Co.

Tracy L. Cockle, of the Whitmore-Cockle Grain Co., recently fell on the icy steps of his home and broke his left shoulder. Mr. Cockle was last month elected a director of the Merchants Exchange.

A. B. T. Dunn is again auditor for the Kansas Flour Mills Co. Mr. Dunn left the company some time ago to become auditor for the Larabee Flour Mills Co. at Hutchinson, but is "home" again.

Robert B. Long, of Chicago, has succeeded P. J. Murphy as pit trader for the Simonds-Shields Grain Co. and has bot the Board of Trade membership of Paul Mathews, paying \$3,500. Mr. Murphy is now with the Ernst-Davis Grain Co.

Phil F. Cary, a member of the Board of Trade, who has been identified with the grain business here for the past 20 yrs., is now representing us on the road in Kansas, Mr. I. Updike soliciting our Iowa and Nebraska business.—M. W. S. Nicholson, W. S. Nicholson Grain Co.

We are indebted to Sec'y E. D. Bigelow for a copy of the annual statistical report of the Board of Trade for 1914. The report contains a list of the officers for 1914 and 1915 and the standing com'ites for this year. Also a complete list of members of the exchange. The statistics include stocks of grain in store Jan. 1, receipts and shipments by the month, in carloads, and total receipts and shipments of grain for the last 15 years. It also gives the daily range of prices on grain and a list of the elvtrs. and operators, together with capacities of each house, and the total yearly grain storage capacity of the city since 1879. The total storage capacity has increased during that time from 1,495,000 bus. to 18,065,000, or 16,370,000 bus.

John T. Snodgrass, former member of the Board of Trede and pres of the Mosse.

John T. Snodgrass, former member of the Board of Trade and pres. of the Moose Jaw Grain Exchange, Moose Jaw, Can, died Feb. 18, after a brief illness from pneumonia. Mr. Snodgrass was well known to the grain trade in this vicinity as well as at many of the terminal markets. For 36 years he was engaged in the trade at Cincinnati, Chicago, and at this market. In September of 1913, he moved to Moose Jaw, Sask., and engaged in the grain business there, organizing the grain exchange in October with 60 members. He was spending the winter in the city and expected to return to Moose Jaw in the early spring. He was 63 years old and is survived by his widow and 2 sons, who live in the Canadian city.

ST. LOUIS LETTER.

Edgar Orthwein, son of Wm. D. Orthwein, pres. of the Wm. D. Orthwein Grain Co., died recently at the age of 34.

Co., died recently at the age of 34.

The following were recently admitted to membership in the Merchants Exchange;
F. W. Lund, Jr.; H. H. Horstmann; Edwin L. Foell; Geo. M. Deibel; H. F. Grundmann; Walker McMillan; Albert F. Woelfle, and Wm. T. Bledsoe, and the following memberships have been transferred: W. M. Atkinson; P. B. Fouke; H. L. Brinson; James A. Reardon; Chas. A. Schreiner; Myer Lehman; John F. Sullivan, and Robert Ranken.—Eugene Smith, sec'y.

MONTANA

Circle, Mont.—No elvtr. will be built here this year. We are still 50 miles from a railroad.—E. L. Mc.

Anceney (Manhattan p. o.), Mont.—The Montana Central Elvtr. Co. has a 30,000-bu. elvtr. at this station.—X. M.

Shepard sta. (Huntlev p. o.), Mont.—The Occident Elvtr. Co. has installed a Marquis Cleaner in the elvtr.—A. C. Lundby, agt.

Glendive, Mont.—I have succeeded O. T. Griffiths as mgr. of the Farmers Grain Co.—Harry B. Zeller, formerly agt. for the company.

Cascade, Mont.—Aug. Schwachheim, of the Cascade Mlg. & Elvtr. Co., has been made executor of the estate of Aug. Wedsworth, pres. of the company, who died Jan. 14. The estate is valued at \$75,000.

Helena, Mont.—S. B. 89 introduced by Senator Stevens, is an act relating to grain elvtrs., grain warehouses and places where grain is stored; it establishes a state grain inspection dept., and a grain grading com's'n providing for a chief grain inspector, deputies, etc. It also prescribes licenses for conducting the business of public warehouse men, grain dealers and track buyers, and fixes the fees for inspection and weighing. It has been approved by the executive com'ite of the Farmers Federation with a few minor changes.

NEBRASKA

Wellfleet, Neb.—Albert Brenkowsky was killed in the elvtr., Feb. 8.

Giltner, Neb.—Farmers are interested in organizing a company to build an elvtr.

Franklin, Neb.—The elvtr. of C. A. Butler was recently slightly damaged by fire.

Blue Springs, Neb.—It is reported that the Farmers Elvtr. Co. will be reorganized. Geneva, Neb.—The Hynes Grain Co. will install 2 electric motors in its elvtr. here.

Germantown, Neb.—Farmers are interested in the organization of an elvtr. company.

Malmo, Neb.—It is rumored that an elvtr. will be erected by the Farmers Union at this point.

Gretna, Neb.—Jacob Ehlers has succeeded Lorenz Stahl as mgr. for the Gretna Elvtr. Co.

Polk, Neb.—Farmers are interested in the organization of a farmers ass'n to handle grain.

Homer, Neb.—M. J. Daly, of Lincoln, is agt. for the Holmquist Grain & Lbr. Co. at this station.

Powell, Neb.—R. A. Danskin is remodeling his elvtr. The R. M. Van Ness Constr. Co. is doing the work.

Oak, Neb.—The organization of a farmers elvtr. company is practically assured and an elvtr. will be built.

Concord, Neb. — Farmers Co-operative Ass'n incorporated; capital stock \$25,000. An elvtr. will be built at once.

Hartington, Neb.—The elvtrs. of the P. B. Mann-Anchor Grain Co. at this station and at Coleridge have been closed.

Randolph, Neb.—The office of the P. B. Mann-Anchor Co. burned recently and the work of rebuilding has been started.

Pierce, Neb.—Jos. Wolf was elected pres. of the Farmers Grain Co. at the recent annual meeting. Julius Kuhl is sec'y. Minatare, Neb.—I have succeeded H. C. Blood in the grain, feed, coal, etc. business but I will not operate an elvtr.—A. F. Flliott.

South Bend, Neb.—R. D. McDonald, who has been operating the Evans Grain Co.'s elvtr. here, has sold his interest in the general store.

Hebron, Neb.—The Farmers Equity Elvtr. Co. has taken over the elvtr. of Jacob Frey, formerly owned by C. P. Starbuck. H. Harding is mgr.

Upland, Neb.—We will do some repairing as soon as the weather gets warmer.—Thos. C. Lorenzen, mgr. Peoples Grain, Coal & L. S. Co.

Brainard, Neb.—The Farmers Grain Co. has practically been organized by John Lanspa and A. Bruner. The company will build or buy an elvtr.

Douglas, Neb.—It is now reported that L. L. Coryell, of Auburn, has leased the old elvtr. of the Bartling Elvtr. Co. here. F. R. Allgood is the mgr.

Omaha, Neb.—The office of the P. B. Mann-Anchor Co. in this city has been closed. It still retains its membership in the Grain Exchange however.

Wabash, Neb.—We operate the only two elvtrs, here. We own one house and lease the other from the Lincoln Grain Co.—C. S. Murfin, mgr. Wabash Grain Co.

Crab Orchard, Neb.—Earl Wirick will be temporary mgr. of the Central Granaries Co. during the absence of mgr. S. L. Wirick who will undergo an operation.

Oakland, Neb.—No definite action was taken at our meeting Feb. 15, and it has not been decided whether the company will buy or build.—S. A. Nelson, Farmers Elvtr. Co.

Utica, Neb.—W. A. Richmond has succeeded Eke Chaplin as mgr. of the Farmers Elvtr. Co. John Grimes will succeed Lee Chapin in the employ of the company Mar. 1.

Alexandria, Neb.—In addition to installing an automatic scale, the Farmers Grain Co. has enlarged its cupola and made other repairs. The R. M. Van Ness Constr. Co. had the contract.

Chester, Neb.—We have started to tear down the old elvtr. recently purchased from the Farmers Elvtr. Co. and will erect an up-to-date house on the site.—Citizens Lbr. & Supply Co.

Atkinson, Neb.—Harvey Shaw, who was ladly injured in the machinery at the Shaw Elvtr., Jan. 26, is rapidly recovering and will be in charge of the elvtr. again in a few days.

Lincoln, Neb.—Harry C. Noland, traveling for the Wm. D. Orthwein Grain Co., of St. Louis, is suffering from a severe attack of stomach trouble and is at the Nebraska Sanitarium.

Genoa, Neb.—S. S. Kissel is our agt., not agt for the T. B. Co. as listed in the Nebraska Grain Elvtr. Operators and the T. B. Co. should read T. B. Hord Grain Co.—Western Grain Co.

Albion, Neb.—C. H. Spaulding has been elected see'y and P. J. Mullin, treas, of the Albion Elvtr. Co.—L. F. Schlote, of Dodge, is now with the Nye-Schneider-Fowler Co. at this point.

Weeping Water, Neb.—The old elvtr. of E. E. Day, built on the Mo. Pac. right of way in 1882, is being wrecked. The elvtr. was in use for 31 years and was discarded when Mr. Day built a new house last year.

Elyria, Neb.—At a recent meeting of the stockholders of the Farmers Grain & Coal Co. it was decided to move the old elvtr. and build a new house instead of overhauling the old building, as had been planned.

Ord, Neb.—The Farmers Grain & Elvtr. Co. has not yet decided whether to build a new elvtr. on the site of the elvtr. of the Spelts Elvtr. Co. which burned several years ago, or buy the elvtr. of the Omaha Elvtr. Co.

Beatrice, Neb.—Just as the man in charge of my elvtr. was closing it for the day, Feb. 12, he noticed fire running up the inside. A few buckets of water extinguished the blaze, with practically no damage—H A Alexander.

guished the blaze, with practically no damage.—H. A. Alexander.

Belden, Neb.—The elvtr. of John Mc-Quillan was knocked from its foundations, Feb. 11, when a loaded grain car jumped the track and crashed into the building. The elvtr. contained \$,000 bus. of corn. The house will be repaired at once.

Sweetwater, Neb.—The Nebraska Grain Elvtr. Operators list gives Highland Bros. as lessee of our elvtr. here. This is wrong as we operate the elvtr. for our own account. Highland Bros. have a 5,000-bu. elvtr. of their own.—Rayenna Mills, Rayenna

Omaha, Neb.—The C. O. Oline Grain Co. has opened offices in the Brandeis Bldg. and will make a specialty of receiving grain. C. O. Oline, head of the company, was formerly connected with the Van Wickle Grain & Lbr. Co. and the Imperial Mlg. Co. The company has taken out a membership in the Grain Exchange.

Lincoln, Neb.—The bill introduced by Representative Korff and others, proposing a constitutional amendment providing that in co-operative companies no person shall have more than one vote at any stockholders' election, has been recommended for passage by the com'ite of the whole in the house. Sponsors of the bill claim that the majority stockholders at times abuse their privileges and practically run a cooperative elvtr. as their own, storing their own grain to the detriment of the minority holders.

Omaha, Neb. — The Cavers-Sturtevant Co. and the Nebraska-Iowa Grain Co. have brot suits against the Walker Grain Co. The Cavers-Sturtevant company ask \$2.460 alleging that the defendant failed to put up additional margins on a purchase of corn and that the plaintiffs lost the amount named when the grain was sold "at the market." The Nebraska-Iowa company is suing for \$1,500, profits alleged advances by the plaintiff and addition margin now demanded. Several cars of grain owned by the Walker Grain Co. and in the possession of the C. R. I. & P. here have been attached.

NEW ENGLAND

Boston, Mass.—Wm. A. Campbell, of Campbell & Burnham, was recently married to Miss Adelaide D. Goodwin, of St. Albans. Vt

Plymouth, N. H.—I bot the mill and grain business of Wm. Patterson last fall but do not contemplate making any changes now, I have combined the grain business with my coal business and in the spring I may erect a coal pocket.—Henry Little.

Northboro, Mass.—The Sparrow-Brigham Grain Co. has bot the grain business of Albert Carr and will consolidate it with the grain business it recently purchased from the J. Wadsworth Co. H. L. Sparrow, H. L. Kimble and W. O. Brigham are the props.

Boston, Mass.—Ralph Butler, an old time grain dealer, died Feb. 14 at his home in Dorchester at the age of 101. Mr. Butler was in the best of health, his death being the result of a severe fall. About 1852 he entered the grain trade at Portland, Me., and is said to have received the first car load of corn ever shipped from Chicago to that city. In 1874 he moved his business to this city, retiring in 1885.

Boston, Mass.—Because the members of the Grain Board are divided in their opinion as to whether or not the Moss Grain Grades Act in Congress should be enacted, the directors of the Chamber of Commerce will appoint a com'ite of three who will make a study of the subject and make recommendations on the matter. The Grain Board recently submitted two reports, the majority report recommending that the bill be opposed, and the minority report favoring the enactment of the measure.

Portland, Me.—The Grand Trunk Ry. Co. has posted heavy guards around the elvtrs. and yards in this city, following the disclosure recently of a reported dynamite plot to blow up the company's property. Men have recently been found lurking around the elvtrs. which gives color to the report, one man being found under the elvtr. The elvtrs, are reported full and many cars of grain are in the yards.

NEW MEXICO

Melrose, N. M.—A grain elvtr. will be built at this point by the Burdick Grain Co. The company will also build a ware-house and feed mill. E. P. Burdick is

NEW YORK

Oswego, N. Y.—The Oswego Mlg. Co. will build an additional elvtr.

Dunkirk, N. Y.—Dan'l F. Toomey, well known to the grain and feed trade of the eastern states, died recently at the age

New York, N. Y.—Thos. R. Ricalton, for many years active in the grain and feed trade at this market, died recently after an illness of a year's duration.

an illness of a year's duration.

New York, N. Y.—The following have applied for membership in the Produce Exchange: James Norris, Norris Grain Co., Chicago; Wm. E. Hudson, Bartlett-Frazier Co., Chicago; Max Koch, Stamatis D. Stamotopuló, exporter of grain for Greece; James J. O'Donohue, Grain Growers Export Ass'n, Winnipeg; and Geo. R. Flach.

port Ass'n, Winnipeg; and Geo. R. Flach. New York, N. Y.—A. J. Faulknr, associate member of the Produce Exchange, was declared unable to meet his obligations Feb. 1, and his name posted on the exchange. The matter was referred to the Law and Complaint com'ite and he was expelled from the exchange. Mr. Faulknr made a specialty of cash oats and hay and is said to have made contracts at low prices for cash to the outside trade and, after prices advanced, to have refused delivery.

BUFFALO LETTER.

Harvey M. Wetmore, formerly employed by the Globe Elvtr. Co., has bot the flour and feed business of M. C. McAdams at

Geo. E. Pierce has been appointed chairman of the transportation com'ite of the Chamber of Commerce. Mr. Pierce is manager of three elvtrs. and is thoroly well posted on the transportation needs of Buffalo's grain trade.

Buffalo's grain trade.

Dudley M. Irwin has interested himself in the Charity Organization Society and has secured funds to cover a contribution of 100 bbls. of flour to the society. Among the contributors are Geo. E. Pierce, Niagara Falls Mlg. Co., H. C. Harrison, Buffalo Cereal Co., Nisbet Grammer, J. G. McKillen, H. E. Shuttleworth, Pratt & Co., The H-O Co., and Whitney & Gibson, all members of the Corn Exchange. Mr. Irwin also contributed largely to the fund. Irwin also contributed largely to the fund.

NORTH DAKOTA

Columbus, N. D.—A new mgr. is in charge for the Occident Elvtr. Co.

Hebron, N. D.—Fred Brown has bot the elvtr. of the Schweigert-Ewald Lbr. Co.

Lidgerwood, N. D .- The Lidgerwood Mill Co. is remodeling its wheat handling plant.

Dwight, N. D.—The elvtr. of the Monarch Elvtr. Co. has been closed for the season.

Alsen, N. D.—The elvtr. of the Northland Elvtr. Co. burned recently. P. Rohn was mgr.

Barney, N. D.—The elvtr. of the Crown lvtr. Co. has been put into up-to-date condition.

Mayville, N. D.—E. A. Ulland has succeeded Mr. Wold as mgr. for the Farmers

Flasher, N. D.—The elvtr. of the Occident Elvtr. Co. has been overhauled and

Belfield, N. D.—The elvtr. of the Farm-rs Elvtr. Co. was slightly damaged by ers Elvir. fire recently.

Van Hook, N. D.—This station is now a postoffice and we have completed our elvtr. here.—Farmers Elvtr. Co.

Sterling, N. D.—Farmers Equity El Co. incorporated; capital stock \$10,000. C. Belk is an incorporator.

Burt, N. D.—The elvtr. of David Coutts has been closed for the season. Mgr Paul Bohn has gone to South Dakota.

Cavalier, N. D.—We have recently installed a No. 5 Fosston Cleaner.—E. F. Hamilton, agt. International Elvtr. Co.

Belfield, N. D.—W. C. Goebel has bot the elvtr. and feed business of the Dickinson Roller Mill Co., taking possession, Feb. 13.

Bucyrus, N. D.—We have sold our elvtr. at this station to the Farmers Elvtr. Co.—Geo. C. Bagley Elvtr. Co., Minneapolis,

Drake, N. D.—The 5 elvtr. companies operating houses on the Soo R. R. at this point, have been ordered to move their elvtrs, by spring to allow double tracking

New England, N. D.—The Farmers Equity Exchange is building a 5 bin coal shed and will handle coal.—E. J. Freeman is installing an 8-h.p. oil engine in his elvtr.—E. S. Curry, agt Empire Elvtr. Co.

Brady's Spur, (Egland p. o.), N. D.—I was operating the elvtr. here when it burned and lost over 1,100 bus. of barley, 465 bus. of wheat and 90 bus. of oats. The fire was caused by a cracked leg on the stove giving way while the second man and I were loading a car about 3 p. m. The stove tipped over in the office. The engine caused the wooden floor to vibrate, I think, and caused the accident. I may rebuild. My insurance was \$2,500.

—J. G. Brady.

—J. G. Brady.

Brocket, N. D.—We did quite a lot of improvements this year, increased the capacity to 70,000 bus.; put in a 20 h.p. kerosene engine, which along with the 10 h.p. engine we had runs all the machinery both engines working on the same shaft with friction clutches to operate any of the parts of the elvtr. We also put in a 20 h.p. feed mill with 6 large hopper bins. The driveway is 106 ft. long from door to door with 2 weighing scales. We also have coal sheds with a capacity of 400 tons.—J. S. Robinson, agt. Equity Elvtr. & Trading Co.

BISMARCK LETTER.

The Terminal Elvtr. Bill was killed in the house Feb. 20 by a vote of 64 to 40.

H. B. 387 introduced by Representative Harris changes the date for filing reports of grain shipments.

S. B. 178 has been passed by the Senate. The act prevents trespass by children upon railroad property and establishes a penalty

H. B. 316, introduced by Representative Harris penalizing elvtrs, for not making reports of grain shipments by a certain date, was indefinitely postponed on motion of Mr. Watt.

H. B. 299 introduced by Representative Wolfer amends the law regarding the licensing and regulation of public grain warehouses. One of the principal features of the bill is the bond to be filed with the commissioners of railroads, which bond is to be in the sum of not less than \$10,000 nor more than \$75,000. One bond only need be given for any one line of elvtrs. or warehouses controlled or operated by one individual, firm or corporation, provided such bond be sufficient to protect the holders of outstanding tickets and when not sufficient shall be immediately increased to an amount that will protect such holders and no such elvtr. or mill shall issue storage tickets or receipts for grain in excess of the amount of the bond furnished without furnishing additional bond. The bill also amends a section of the 1913 law in regard to license fees. A license must be obtained for each elvtr. H. B. 299 introduced by Representative

the fee is fixed at \$8 for warehouses of 12,000 bus. or less, \$10 for elvtrs. of 12,000 bus, and up to 25,000; \$12 for all warehouses up to 25,000 and not to exceed 50,houses up to 25,000 and not to exceed 50,000 and \$20 for all warehouses over 50,000 and not to exceed 80,000; and \$25 for all warehouses over 80,000. Each track buyer must pay a license of \$8. Licenses shall be conspicuously posted and shall not run longer than two years. A public warehouse is defined in the bill.

OHIO

Rockford, O.—A. D. Behymer is now mgr. of the elvtr. operated by Behymer

Okolona, O.—I have sold my elvtr. to the Okolona Grain & Stock Co.—J. W.

Cleveland, O.—The Big Four Mig. Co. has increased its capital stock from \$50,000 to \$75,000.

Madison Mills, O .- I have bot the of Frank P. Dorn. Was Unionville Center.—H. Hall. Was formerly

Cleveland, O .- The Nickle Plate Co. incorporated; capital stock \$50,000; in corporators L. D. Greenfield and others.

Gettysburg, O.—Petersime & Toman have installed an electric motor at their elvtr., replacing gasoline power.—C. C. J.

Savannah, O.—Work on the new elvtr. of E. E. Miller & Co. will be started in a few days. It will replace the house burned Dec. 18.

Clyde, O.—The Real Mlg. Co. has made extensive improvements in its plant. Thos. P. Dewey, is see'y and Howard Reif treas. of the company.

Luckey, O.—The Luckey Elvtr. Co. will install a new grain cleaner and erect an additional warehouse, also make a number of other repairs.—C. C J.

McMoran, (Bellefontaine p. o.), O.—C. A. Nice, of Thackery, will succeed E. C. Zerkle as mgr. for us about Mar. 1.—McMorran Bros., St. Paris.

Weston, O.—The Rural Grain Co. has purchased the elvtr. of L. L. Cass. The company is incorporated for \$10,000. B. Indlekofer will be mgr.—C. C. J.

Hamler, O.—De Bolt & Niswonger, who operate elvtrs. at Pierceton, Ind., and at Ansonia have secured a lease on the elvtr. of G. O. Cruikshank at this point.—C. C.

De Graff, O.—I have bot the interest of M. W. Mercer in Mohr & Mercer and am operating the Main St. Elvtr. in my name. We sold our hay business to L. W. Miller.
—Andrew Mohr.

Prairie Depot, O.—E. N. Pierce, of the Fostoria Grain Co., Fostoria, has bot the interest of W. M. Wright in the elvtr. of Cruikshank & Wright. Mr. Pierce will take active management of the business

Kenton, O.—I have bought the property of the Harris Mill & Elvtr. Co. at this point. I expect to run it in connection with my onion business. I have been out of the grain business for 4 years.—W. S.

Snyder.
Ottoville, O.—The Odenweller Mlg. Co. has completed the installation of a small electric motor used to start the new artificial gas engine which has lately been put in. The mill has also been wired thruout for electric lights.—C. C. J.
Columbus, O.—S. D. 43, recently introduced in the senate, is designed to amend several sections of the general code relating to the public Utilities com's'n. The measure contemplates giving to the com's'n the same power with respect to the suspension of tariffs that is now vested in the Interstate Commerce Com's'n. the Interstate Commerce Com's'n.

Port William, O.—O. W. Linkhart & Son have just completed a modern 11,000-bu. elvtr. to replace the one burned Nov. 15. The construction includes metal siding and the equipment is of the latest iming and the equipment is of the latest improved character, including a kerosene engine. The power-house is located 10 ft. from the elvtr. and there is a separate warehouse.—C. C. J.

Tipton, O .- Tipton Elvtr. Co. incorporated: capital stock \$15,000; incorporators A. Harris, H. F. Griffin, H. Little, S. E. Lee and F. Griffin.

Circleville. O.—Complaint has been filed with the State Utilities Commission by the Heffner Mlg. Co. protesting against the 50% increase in freight rates on corn cobs. The plea is that cobs have such slight market value. The old rate was 5c per 100 lbs.—C. C. J.

McCture, O.—All reports to the contrary, the mill and elvtr, which burned here about a month ago, and which was operated by the Mollett Grain & Mlg. Co., will not be rebuilt. This statement is made by Mr. Mollett. He is now connected with the Lake Erie Mlg. Co., of Toledo, which has secured a 5-year lease on the Charles G. Rockwell Mill and Elvtr. at East Toledo—C. C. J.

ledo.—C. C. J.

Portsmouth, O.—The officers of our company are H. S. Grimes pres., Edward Stritmatter, sec'y-treas. Mrs. Grimes, Mrs. Stritmatter and J. D. Bridges are directors of the company. We recently incorporated to take over the partnership existing between Messrs. Grimes and Stritmatter for the last 3 years. The name of the company is not changed and it will be under the same management.—Grimes-Stritmatter Grain Co.

Lima, O .- The Northwestern Ohio Grain Lima, O.—The Northwestern Ohio Grain & Hay Dealers Ass'n held its annual meeting in this city Feb. 19, with headquarters at the Lima House. E. C. Eikenberry, pres. of the Ohio State Grain Dealers Ass'n, was present and gave us one of the best addresses on ass'n matters that we have heard, and was heartily appreciated by those present. State Sec'y J. W. McCord could not be present on account of liness and a resolution was passed by the McCord could not be present on account of iliness and a resolution was passed by the members present expressing their sympathy and wishing him an early recovery. The remainder of the day was spent in discussing market conditions brought about by the situation abroad, adjournment was taken to meet at an early date upon call of the present. Officers elected are pres. D. R. Risser, Vaughnsville; vice-pres, G. M. Tarbox, Delphos; secy-treas, H. P. McDonald, Greenville; member executive board, P. P. Steiner, Pandora; arbitration com'ite A. L. Garman, Delphos; E. L. Diller, Bluffton; and O. E. Richardson, Cellina.—H. P. McDonald, sec'y.

CINCINNATI LETTER.

Alfred Bowling has been appointed chairman of the public weighing com'ite of the Chamber of Commerce.

Miss Lydia Collins, daughter of John E. Collins, Sr., of Collins & Co., was recently married to Frank Rogers of Cleveland.

H. B. 174 introduced by Representative Nungesser, providing for the licensing and bonding of com's'n merchants, has been protested by the members of the Grain & Hay Exchange.

C. S. Custer has been elected sec'y of the Grain & Hay Exchange. New directors are Henry Brouse. C. S. Custer, H. Lee Early, A. Fowler, E. A. Fitzgerald. A. Gowling and Wm. R. McQuillan.

The Grain Dealers Credit Ass'n recently held its annual dinner and dance at Meidels Hall and as usual a good time was reported by all. Geo. Keller and Henry A. Wess composed the entertainment com'ite. H. Ed. Niemeyer and H. Heile sang and danced for the guests.

TOLEDO LETTER.

The Harter Mlg. Co. will move into new offices in the Second Natl. Bank Bldg.

The Wagoner Grain & Milling Company are installing an electric motor in their plant to replace steam power.—C. C. J.

plant to replace steam power.—C. C. J.

Toledo, O.—The Lake Erie Mlg. Co. incorporated: capital stock \$10,000; incorporators Jesse W. Young, Chas. W. Mollett, Paul M. Barnes, H. H. Frey and Henry J. Mollett. The new company will take over the Rockwell Mill of which Chas. Rockwell & Co. of Mt. Vernon, N. Y., were owners and operators, The plant has a grain storage capacity of 20,000 bus, and a feed storage to the amount of a 100 cars.

The Raymond P. Lipe Co. has moved in larger offices in the Second Natl. Bank ldg. The new quarters are up-to-date

Walter L. Haskell passed the cigars with right good will, Feb. 13, in celebration the arrival of a small boy at his home. Ir. Haskell is a member of W. H. Haskell

Toledo, O .- The wife of Frederick Rey holds, formerly in the grain and elvtr. business in this city, died recently at their home in Pasadena, Cal. Mr. Reynolds has not been identified with the grain business for some time, but is well known in the trade.

OKLAHOMA

Okla.—Arthur Stephenson build an elvtr. here. Fred. Smith. of Law ton will be buyer.

May, Okla.—F. D. Borthick has succeed-d W. A. Tucker as mgr. of the Bouquot & Ludwick Elvtr. Co.

Hitchcock, Okla.—J. H. Shultz has bot the elvtr. of McIntyre Bros. for \$6,900. He will take possession about Mar. 15.

Enid, Okla.—The repairs on the elvtr. of the Enid Mill & Elvtr. Co. have been completed and the plant is again in opera-

Chelsea, Okla.-Our new elvtr. will have a capacity of 9,000 bus. and will be 26x2° ft., 28 ft. high.—D. I. Brown, Chelsea Hay

Banner. Okla.—The farmers will build a 20.000-bu. elvtr. at once. D. White is mgr.—C. F. Oelke, agt. Canadian Mill & Elvtr. Co., El Reno.

Hollister. Okla.—I contemplate building 2 elvtrs. I am also raising my elvtr. here, making it 10 ft. higher and am installing a cleaner and grinder. Godfrey & Son are doing the work.—G. G. Blacke.

Dacoma. Okla.—We will increase the capacity of our elvtr. this spring.—Fred Hiatt is mgr. of the Choctaw Elvtr. Co. in the absence of Mgr. Hunsaker.—W. R. Lewis, mgr. Dacoma Grain Co.

Dacoma Grain Co.

Holdenville, Okla.—Our warehouse, burned Jan. 20. was almost empty at the time of the fire. Our loss amounted to \$2,000 with \$1,700 insurance. We will rebuild as soon as the insurance is adjusted and the weather permits.—Holdenville Grain & Produce Co.

Woodward, Okla.-We will engage in the grain business and we will build a 20,000-bu. elvtr. equipped with Richardson Autobu. elvir. equipped with Richardson Antomatic Scales. Eureka Receiving Separators. Cleaners and Scourers and smutters. Our plant is located on the industrial tracks of the Santa Fe and the M. K. & T. It is known as the Electric Model Mill & Elvir. and is owned by the Woodward Cotton Co. of which John Garvey is vice-pres. S. B. Laune, treas., D. P. Marum, see'y and myself, pres. and mgr.—John Raynor.

OKLAHOMA CITY LETTER.

D. J. Rutledge has formed a partnership with Ed Beutke and will conduct a whole-sale grain business, as the Beutke Grain

Co.
Oklahoma City, Okla.—C. A. Place has brot suit against the Oklahoma City Mill & Elvtr. Co.. for personal injury. He alleges that he was permanently injured by a fall in the elvtr. last summer.

S. B. 45. introduced by Senators Thomas and Carpenter, has been favorably reported by the com'ite of judiciary. It defines, and prohibits unfair competition. It also defines the powers of the attorney general.

Frank Foltz and V. G. Hagaman have formed a partnership and will conduct the grain business formerly handled by Mr. Foltz who is see'y of Okla. Millers Ass'n. Mr. Hagaman is a veteran railroader of Oklahoma.

H. B. 509 has been introduced by Repre sentative Maxey. It creates the office of county weigher in all counties having by a last federal census a population of over 20,000. The comite on township and county government reported unfavorably on the bill

PENNSYLVANIA

Dillsburg, Pa.—Farmers are interested in the organization of an elvtr. company to

Pittsburg, Pa.—The John De Wine Co.. of Yellow Springs, O., has opened an office in the Wabash Bldg. with M. T. Wagner

Lancaster, Pa.—Our elvtr. was not damaged to any great extent by the fire of Feb. 4, the loss being 90% water and smoke. The total loss on stock was \$4,000 and less than \$200 on the building. The insurance has been settled, the building repaired and stock replaced at this writing.—Nein &

Pittsburgh, Pa.—The Interstate Commerce Com's'n having declined to suspend the reconsignment tariffs of the various carriers at this market, the tariffs became effective Feb. 1, and all Bs L of that date and later come under the tariff, which provides that all cars reconsigned from the hay and grain yards of the city to points outside the switching limits of each carrier, will be assessed a reconsignment charge of \$2 regardless of whether demurrage has accrued or not before the reconsignment order is made. Cars reconsigned from yards to points within the reconsignment order is made. Cars reconsigned from yards to points within the switching districts will not be subject to this charge but will be assessed the \$2 if reconsigned from this point, providing they have not been placed for unloading. When placed for unloading the charge is \$5. The charge will not be assessed on elvtr. grain that is ordered to the elvtr, from the yard before demurrage accrues.

PHILADELPHIA LETTER.

A. B. Clemmer, sec'y of the Commercial Exchange, has been ill for almost a month. but is again at his desk.

The firm of John B. Yeager & Co., of Wilkesbarre, has been admitted to me bership in the Commercial Exchange.

Asa B. Porter, operating as A. B. Porter & Co. and as a member with H. S. Picard of the Philadelphia Flour, Feed & Grain Co., was recently discharged from

Richard J. Cleary, track sampler for the grain inspection dept. of the Commercial Exchange, has succeeded the late A. P. Foering, as ass't grain inspector of the exchange. He has been succeeded as sampler by Chas. W. Kolb, formerly with S. D. Hunsberger & Co.

Pres. Louis G. Graff, of the Commercial Exchange. A. F. Gruber, H. DeWitt Irwin, members of grain exporting firms, and Frank S. Neall, the trade statistician, testified in behalf of the grain interests at the recent hearing on the alleged discrimination in freight charges against this port and in favor of New York. The hearing was held by Special Examiner Butter of the Interstate Commerce Com's'n.

SOUTH DAKOTA

Market (Springfield p. o.), S. D.—The elvtr. of S. M. Brann is closed.—X.

Eureka, S. D.—Fred L. Klien has taken over the grain and eivtr. business of Keim, Kiesz & Klien.

Langford, S. D.—Erick Aspen, mgr. of ne Brown County Farmers Elvtr. Co., is critically ill with pneumonia.

Greenway, S. D.-K. K. Schock is now agt. for the Reliance Elvtr. Co. M. has succeeded J. J. & M. Lutz.—X.

Spottswood (Tulare p. o.), S. D.—The Siberz Bros. & Craig Co. has bot the elvtr. of the Farmers Union Elvtr. Co.—X.

Britton, S. D.—The elvtr. of C. M. Fur-ber is not in operation. It is now owned by F. N. Lee. Mr. Furber died sometime

Woonsocket, S. D.-F. N. Thiesen, of Artesian, will open the elvtr, he recently purchased here, at once and will personally operate it.

Dimock, S. D.-We have bot the elvtr. of Wait & Dana and now have a capacity of 50,000 bus. in the 2 elvtrs.—A. Hauge, mgr Farmers Elvtr. Co.

Scenic, S. D.—H. O. Malby owns the elvtr. at this station which is operated by Henry Schneider, who sells grain and uses the elvtr. for storage.—X.

Underwood (New Underwood p. o.), S. —There is no elvtr. at this station. The elvtr. of the Libertin Elvtr. Co., which burned Sept. 15, 1913, has not been rebuilt.—X.

Ft. Pierre, S. D.—We have sold our elvtr. at this station to Farrell & Ostendorf, but are operating the rest of our houses.—J. J. Decker, prop. Decker Elvtr.

Carthage, S. D.—The Reedy Grain Co. is not operating an elvtr. at this station at present. The Independent Elvtr. Co. now operates an elvtr. here with J. J. Harrington as mgr.—J. J. Lyon, mgr. R. F. Lyons.

Jefferson, S. D.—Ray J. Authier succeeded Wm. Radigan as agt. for the Tiedeman Elvtr. Co. The company is installing a 20-h.p. engine. The feed mill has also been overhauled.—R. D. Authier, with J. J.

Mellette, S. D.—The Farmers Elvtr. Co. will install an engine in its elvtr. It is reported that the railroad will put in a side track between here and Ashton and if this is true an elvtr. will be built on the new track.—Gotaas & White.

Dallas, S. D.—I am agt. for the Nye-Schneider-Fowler Co. instead of Victor Warner as given in the list of South Dakota Grain Elvtr. Operators. Mr. Warner is agt. for the Nye-Schneider-Fowler Co. at Colome.—Albert Schultz.

Raymond, S. D .- Fred J. Merback is agt. for the Eagle Roller Mills, not F. J. Nesbach, as given in the list of South Dakota Elvtr. Operators. L. H. Schaller should read P. H., and my initials are A. C., not O. C.—A. C. Ruddy, agt. Farmers Elvtr. Co.

Ordway, S. D.-We now own and operate Ordway, S. D.—We now own and operace the elvtr. of the Farmers Union Elvtr. Co., of Webster, at this point. R. M. Van Win-kle is pres. of the company, V. Gage, vice-pres., and S. O. Hassenpflug. see'y-treas.— J. A. Holmes, mgr. Ordway Equity Exchange.

Newark, S. D.—F. F. Kurth is now agt. for the National Elvtr. Co.—The Farmers Elvtr. Co. also operates here. F. L. Farrar, formerly mgr. for the National company, is mgr., and I am buyer. We will install a cleaner and a 15-hp. oil engine.—T. F.

Bridgewater, S. D.—The mill of the Bridgewater Flouring Mills Co., and a grain warehouse containing 2,000 bus. of wheat, burned recently, the loss amounting to \$12,000 with no insurance, except \$1,000 on the grain. J. H. Scofield, of Minot, was prop. of the plant which was operated by J. B.

Leola, S. D.-We will build an addition to our present office this spring or we may tear down the old office and build a new one. We will also install a gasoline engine, cleaner and automatic scale. There has been some talk of building an addition to the elvtr.—J. N. Wallrich, mgr. Leola Equity Exchange.

Aberdeen, S. D.—Dr. Lester Charles Mitchell, pres. of Aberdeen Mlg. Co. and for past 18 years engaged in milling and grain business in the Northwest, died Feb. 13, at his daughter's home in Hamburg, N. Y. Dr. Miller was born in Uswego, N. Y. He served with distinction throut Civil War after the war be studied media. Civil War, after the war he studied medicine and surgery and removed to Joliet.

Ill Later he became interested in grain and milling business.-K.

SOUTHEAST

Laurens, S. C .- The Dixie Flour & Grain Co., incorporated; capital stock, \$10,000

Clarksburg, W. Va.-The Standard Brokerage Co. has engaged in business at this

Greenville, S. C.-W. H. Moore, of the Palmetto Brokerage Co., will build a \$10,000 grain elvtr.-S.

Hattiesburg, Miss.—T. S. Jackson, D. E. McInnis and E. L. Robbins are promoting a grain elvtr. here.—S.

Richmond, Va.—The Saginaw Mlg. Co f this city has been admitted to membership in the Grain Exchange.

Mobile. Ala.—The Campbell Exporting Co. has been organized with a capital stock of \$50,000 to handle grain exports.

Harrisonburg, Va.—Herbert Coffman, operating as Coffman Bros., has filed a petition in bankruptcy. Liabilities are \$12,000.

Columbus. Miss.—We will install a 25-bbl. Midget Marvel Mill but will not build an elvtr.—Independent Oil & Fertilizer

Anderson, S. C.—The Farmers Grain & Elvtr. Co. has been organized here with a capital stock of \$40,000. P. A. Whaley

Bennettsville, S. C.—The Marlboro Grain & Elvtr, Co. is building a 50-bbl, flour and corn mill and grain elvtr. The company is headed by D. D. McColl, T. C. Hamer and John L. Breeden.—S.

Columbia, S. C.—H. L. Pierce Co. incorporated: capital stock \$10,000: incorporators H. L. Pierce, E. L. Galloway and E. C. Barnard. The company will engage in the grain and milling business.

Newport News, Va.—The recently incorporated Chesapeake Export Co. has leased the Chesapeake & Ohio Grain Elvtr. The company has a capital stock of \$5.000. John S. Stearns. of Chicago, is see'y.

Anniston. Ala.—The Farmers Union Warehouse & Storage Co., G. W. Eichelberger, pres. & gen. mgr., contemplates building a fireproof grain elvtr. of 10,000 to 15,000 bus. capacity, to handle wheat, eats, corn and cottonseed.—S.

Sumpter, S. C.—There is a great deal of corn, wheat, oats, barley and rye grown around here, and a grain elvtr, and flour mill is wanted.—There will be a larger acreage here this year, also considerable alfalfa and red clover.—S.

UTAH

Tooele, Utah.-G. M. Huffaker, who has operated the Oquirrh Roller Mills for the last 19 years, will build a wheat elvtr. this

TENNESSEE

Nashville, Tenn.—The Interstate Commerce Com's'n on Feb. 19, ordered reciprocal switching between the 3 railroads entering this city on equal basis. Heretefore the Louisville & Nashville and Nashville, Chattanooga & St. Louis have charged \$5 to \$36 per car switching charges on competitive business while the charge of non-competitive business was \$3 per car. The 3 lines are ordered to equalize switching charges, it being held that the charges now are discriminatory against competitive shipping of the lines. The Tennessee Cent. Ry. Co. was ordered to readjust its switching charges on interstate shipments of grain. state shipments of grain.

MEMPHIS LETTER.

J. D. Klyce was recently caught in the machinery at the elvtr. of H. A. Klyce & It was found necessary to amputate

Memphis, Tenn.—Lawrence G. Anderson, for many years identified with the grain trade at this market, died Feb. 5, after a lingering illness. "Larry" Anderson, as he was familiarly known to his many friends, was familiarly known to his many triends, was for years warehouse mgr. for Webb & Maury. He was compelled to resign on account of ill health. Later he became mgr. of the warehouse of John Wade & Sons, but was again compelled to give up his position on account of illness. He was 59 years add and had lived here since 1878. years old and had lived here since 1878.

years old and had lived here since 1878.

The following standing com'ites have been appointed by the directors of the Merchants Exchange: Grain inspection T. B. Andrews, S. T. Pease, T. B. Jones, Thomas M. Wade, A. C. Roberts. Hay inspection W. P. Brown, J. J. Wade, V. L. Rogers, S. F. Clark, C. H. Mette. Rules igrain and hay) S. M. Bray, H. J. Hasenwinkle, W. D. Moon, George Read, J. M. Trenholm. Arbitration (grain and hay) J. B. Edgar, L. E. Donelson, J. B. Horton, S. E. Bison, E. E. Buxton, Grain and hay department J. T. Morgan, chairman; Jas. O. Dwyer, and V. L. Rogers.

TEXAS

Lubbock, Tex.—I ship in car lots and have a warehouse on track but no elvtr.—H. A. Davidson.

Fort Worth, Tex.—Geo. B. Coate has been admitted to membership in the Grain & Cotton Exchange.

Bryan, Tex.—The new plant, of H. T. Lawler & Sons, will have a wheat storage capacity of 25,000 bus.

Shamrock, Tex.-We will not make any improvements in the elvtr. we recently bot.

—Hatcher Grain & Elvtr. Co.

Austin, Tex.—Bill No. 178 recently introduced in the legislature, prescribes and regulates testers for wheat in the state.

McGregor, Tex.—The McGregor Mlg. & Grain Co. will build an 80,000-bu. addition to its elvtr., doubling the capacity of the

Beaumont, Tex .- The Josey-Miller Grain Co. has bot a building near the center of the town and will remodel it into an upto-date office building.

Fort Worth, Tex.—T. E. Ferguson is temporary mgr. of the local office of the Moore-Seaver Grain Co. Mgr. Chas. R. Champion is ill in Kansas City, Mo.

Fort Worth, Tex.—I am operating here as the R. Lupton Brokerage Co. I was formerly in the grain business at San Antonio for 10 years. We are handling grain, seeds, cotton seed products, etc., cr. a brokerage basis.—R. Lupton, mgr.

Nacogdoches. Tex.—The Nacogdoches Elvtr. Co., A. C. Schmidt, pres., will build a combined grain elvtr., mill and warehouse. The elvtr. will have a capacity of 35,000 bus. The company will manufacture chops and feed. C. H. Johnson, is treas, and and feed. C

Galveston. Tex.—The new "Sunset Elvtr." will be completed on time if present indications hold good. The house is to be put into operation June 15. The foundation of the working house has been completed and work on the foundations of the storage bins is being rushed. An Ellis Drier will also be installed.

Fort Worth, Tex.—Ernest Reiner, an Austrian, formerly wheat buyer in America for the German Mlg. Combination, is now with the J. Rosenbaum Grain Co. in this city. Since the outbreak of the war he has been employed in the office of the Terminal Elvtrs, operated by the Rosenbaum company at Kansas City, Mo.

Higgins, Tex.—As mgr. of the Gerlach Merc. Co., and also being interested in the foundry of the Canadian Implement Co., who own an elvtr. at Canadian, I have been handling grain for 25 years. I am now the owner of the Higgins Mill & Elvtr. Co., having bot the mill and the storage elvtrs, connected with it.—George ..., h. Canadian.

Galveston, Tex.—E. Lasker is chairman of the recently appointed grain com'ite of the Board of Trade. Other members are J. S. Fordtran, Aug. Wisrodt, E. F. Newing, P. A. Crane and J. J. Davis.

Tex.—Grain dealers of the
e working untiringly for the pasine bill putting the regulations of
under the railroad com's'n.
-tt. of the Doggett Grain Co.
The measure has been inin the lower house by RepresenFuller and Coke. We have

WISCONSIN

New Franken, Wis.—The Basten Elvtr. Co. has installed a feed grinder.

Dodgeville, Wis.-D. D. Lewis and Ben Thomas bot the elvtr. of Jos. Cutler.

Milton. Wis.—I expect to improve my elvtr. and mill this spring.—E. L. Barnes.

Fairchild, Wis.—We will install a 15-h.p. electric motor in our elvtr.—N. C. Foster Lbr. Co.

Whitehall, Wis. — Larson Bros. have leased the grain warehouse of Steig &

Reeseville, Wis.—F. A. Yerges has bot the elvtr. of Theo. Lau and has placed his son, Frederick, in charge.

Waupun, Wis.—The Farmers Elvtr. Co. has installed an electric motor and made many improvements in its plant.

Deanville (Marshall p. o.), Wis.—I have bot the elvtr. of E. M. Strasburg and have succeeded him.—Frank Kleinschmidt.

Whitewater, Wis.—Dadmun Bros. have bot a building adjoining their warehouse which will be used in connection with their

Mauston, Wis.—R. S. Joslin, agt. for the T. H. Cochrane Co., has bot the retail grain, flour and feed business of the company.

Platteville, Wis.—Geo. Whitcher bot out the Taylor Feed to. some time ago and then closed out the business.—W. F. Cordts.

Red Granite, Wis.—Peterson & Piechowski will repair their plant which was recently damaged by fire and will increase it; capacity.

Rice Lake, Wis.—Having completed a new feed mill and elvtr. E. Craite & Son will now build an addition to be used as a small flour mill.

Superior. Wis.—Edward McKinnon was re-elected sec'y-treas, of the Wisconsin Grain & Warehouse Com's'n at the annual meeting Feb. 13.

Anson (Chippewa Falls p. o.), Wis.—Our elvtr. burned Feb. 8. The loss is fully covered by insurance.—Farmer Produce Co., Chippewa Falls.

Luxembourg. Wis.—I am now agt. for the Cargill Grain Co. at this point. In fact I have been in charge of the elvtr. for the last 10 years.—Joseph Hoslet.

Adell, Wis.—A. Finnegan & Son have succeeded Nick J. Marx at this station.—The Saemann Ziegler Co. now operates the elvtr. of the N. Saemann Co.—X.

Tomah. Wis.—New officers of the Farmers Elvtr. Co. are Dan Linehan, pres.; A. S. Baumgarten, vice-pres.; Henry Snyder, sec'y-mgr.; and J. H. Ebert, treas.

Coleman. Wis.—The elvtr. of the Coleman Impl. Co. was sold to the Coleman State Bank at sheriff's sale and is not in operation at present.—Jos. H. Duquaine.

Brodhead, Wis.—F. A. Schrader has succeeded Geo. M. Pierce & Son and I have succeeded Dodge & Stephenson. Ben Engen is a scoop shoveler at this point.—L. V. Ludge.

Superior, Wis.—I do not think that H. A. Johnson will build an elvtr. here at present as has been reported, and I doubt if any one else will.—A. Lent, sec'y Board of Trade.

Bateman. Wis.—We own and operate a potato warehouse here, but mail should be addressed to us, Bateman sta. (Chippewa Falls p. o.), not (Cadott p. o.).—Farmers Produce Co.

Oconto, Wis.—The report that I would build an elvtr. is incorrect. We do not know ourselves what we will do yet and if we make definite plans it will not be till late in the summer.—J. A. Erquhart.

Wausau, Wis.—The report that work had been started on the plant of the Farmers Packing Co. is incorrect. The company has been organized but nothing definite has been done. All plans are still on paper only—Y

Superior, Wis.—If the new bill covering taxation of grain in elvtrs, in this state becomes a law the Soo Line will probably build a new elvtr, here. The Gt. Nor. Ry. Co. already has plans for an 8,000,000-bu, house but will not put it up under present conditions.

Madison, Wis.—On Feb. 11, Assemblyman James Vint introduced a constitutional amendment permitting the state to take over grain elvtrs, and cold storage warehouses. It is a measure almost identical with a resolution introduced by him during the last session. The resolution secured favorable consideration in the assembly, but was defeated in the senate.

Madison, Wis.—Senator Fairchild has introduced a bill proposing a change in the present methods of assessing grain. It provides that a fixed tax of ¼ mill per bu. on all other grain handled during the year shall be imposed. payments to be used as an offset to income tax assessments as now. Under existing laws, grain found in elvtrs. May 1, whether more or less than the average for the year, and a large or small fraction of the amount handled during the 12 months is assessed at whatever local rate may prevail for the town or city in which the new bill will remove present tax handicaps under which elvtr. owners and operators within the state do business.

MILWAUKEE LETTER.

Herman Michel, mgr. of the cereal dept. of J. B. A. Kern & Co., died suddenly Feb. 15, at the age of 43.

Wm. J. Sullivan, moisture tester in the inspection dept. of the Chamber of Commerce, resigned Feb. 1, and will engage in business with his brother.

Mrs. John Hensey, wife of John Hensey, solicitor for E. P. Bacon & Co., died Feb. 8, at Cedar Rapids, Ia. Iowa solicitors in attendance at the meeting of the Farmers Grain Dealers Ass'n at Mason City, wired a message of sympathy to their fellow traveler and sent a large floral wreath. Burial was at Portage, Wis.

Harold E. Payne, employed as a book-keeper by the Buerger Com's'n Co., was recently arrested as he was preparing to leave the city. Payne had cashed a check on the company for \$2,000 and had \$1,500 in his pockets when arrested. It is said that complete restitution will be made and that he will not be prosecuted.

I CERTAINLY LIKE the way the Grain Dealers Journal handles different dep'ts of the grain trade.—W. O. Schoenbeck, mgr., Odell Farmers Elvtr. Co., Odell. Neb.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

C. I. & L. in 5850 quotes rates on grain from stations on the Chicago & Wabash Valley Ry. to Cincinnati, Ohio, effective Mar. 3.

C. I. & L. in 5837-A quotes rates on grain from Chicago & Wabash Valley Ry. stations to points on the C. I. & L. Ry., effective

C. & N. W., in Sup. 7 to 14801 quotes rates on grain from Chicago, Ill., and Milwaukee, Wis., to stations in Ill., effective March 15.

C. G. W. in Sup. 13 to 28-B quotes milling in transit privileges on grain and seeds in carloads at stations on the C. G. W. Ry., effective Feb. 10.

C. & N. W. in Sup. 7 to 11475-B quotes rates on grain and flaxseed from stations in Ill., Wis., etc., to stations in Ia., Minn., N. D., and S. D., effective Mar. 15.

C. G. W. in Sup. 16 to 57-A quotes rates on grain for export from stations on the C. G. W. Ry., to the Atlantic Seaboard and other eastern points, effective Feb. 1.

C. R. I. & P. quotes a rate of 12½ confeed in sacks or bulk (not medicated or condimental) from Kansas City, Mo.; to East St. Louis, Ill., effective March 1.

N. O. & N. E. has reduced the rate on poultry and animal feed between New Orleans and Meridian, Miss., from 12½c per 100 lbs. to 10c per 100 lbs., effective Feb. 9.—B.

A. T. & S. F. in Sup. 13 to 7481-D quotes rates on grain and grain products from stations in Kan., Okla., and Colo., to points in Ala., Ark., La., Mo., Miss., Tenn., effective Mar. 15.

M. C. in Sup. 36 to 9078 quotes rates on grain and grain products from stations west of Detroit and St. Clair Rivers to eastern United States and Canadian points effective Jan. 27.

C. G. W. in Sup. 24 to 14903 quotes rates on grain from Atchison, Kansas City, Leavenworth, Kan., Kansas City and St. Joseph, Mo., to other stations on the C. G. W. Ry., effective Mar. 8.

M. C. in Sup. 1 to 9078-B quotes rates on grain and grain products from stations west of Detroit and St. Clair Rivers to eastern United States and Canadian basing points, effective Feb. 20.

C. & N. W., in Sup. 17 to 7402 quotes rates on grain, flaxseed, broom corn and grain products from station in Ill., Wis., Ia., Minn., to points in Neb., Wyo., and S. D., effective Mar. 15.

C. G. W. in Sup. 29 to 36-A quotes rates on grain, grain products, flaxseed and millet seed in carloads from stations in Ill. and Ind., to points in Ill., Ia., Kan., Minn., Mo. and Neb., effective Mar. 8.

C. G. W. in Sup. 28 to 36-A quotes rates on grain, grain products, flaxseed and millet seed from Chicago, and stations in Ill., and Ind., to points in Ill., Ia., Kan., Minn., Mo., and Neb., effective Jan. 20.

A. T. & S. F. in Sup. 7 to 5655-U quotes rates on grain, grain products and broom corn, from points in Kan., Colo., and Okla., also Superior, Neb., to Galveston, Port Bolivar, and Texas City, Tex., effective Feb. 10.

C. & E. I. in Sup. 20 to 622-B quotes rates on grain, grain products, corn cobs, broom corn and seeds from stations on the C. & E. I. Ry., to points in Ala., Ark., Conn., Del., D. C., Ill., Ind., Kan., Ky., La., Me., Md., Mass., Mich., Minn., Miss., Mo., N. H., N. J., N. Y., Ohio, Pa., R. I., Tenn., Vt., Va., W. Va., Wis., and points in Canada, effective Feb. 4.

- C. B. & Q. in Sup. 15 to 6786-D quotes rates on grain and grain products from stations in Ill., to Brookport, Cairo, Metropolis, Mounds, Ill., Evansville, Ind., Cincinnati, Ohio, Paducah and Louisville, Ky., effective Mar. 5.
- C. & E. I. in Sup. 19 to 622-B quotes rates on grain, grain products, corn cobs, broom corn and seeds from stations on the C. & E. I. Ry., to points in eastern United States and the Dominion of Canada, effective Jan. 15.
- C. G. W. in Sup. 8 to 31-B quotes rates on flax moss, tow and fibre from Chicago and other stations in Ill., St. Paul, Minn., Kansas City, St. Louis, Mo., to points in Ia., Kan., Minn., Mo., and Neb., effective Jan. 25.
- C. G. W. in Sup. 35 to 14854 suspends rates on grain and grain products in carloads from Minneapolis, Minneapolis Transfer, St. Paul and So. St. Paul, Minn., to other station on the C. G. W. Ry., effective Jan. 20.
- C. B. & Q. in Sup. 52 to 3200-B quotes rates on grain and grain products from Missouri River points to Chicago, Ill., St. Louis, Mo., St. Paul, Minneapolis, Winona, Minn., and La Crosse, Wis., effective Mar. 1.
- C. G. W. in Sup. 7 to 97-B quotes rates on grain, grain products and seeds from Minneapolis, St. Paul, Minneapolis Transfer and So. St. Paul, Minn., to other stations on the C. G. W., and connecting lines, effective Mar. 8.
- C. G. W. in Sup. 10 to 22-A quotes rates cn grain, grain products, flax and millet seed in carloads from stations in Ia., Kan., Minn., Mo., and Neb., to Milwaukee, Wis., and other stations taking the same rate, effective Feb. 1.
- C. G. W., in Sup. 5 to 93-A quotes rates on grain and grain products from Council Bluffs, Ia., Kansas City, St. Joseph, Mo., Kansas City, Kan, Omaha and So. Omaha, Neb., to stations in Ind., Ky., and Ohio, effective Feb. 8.
- C. I. & L. in 5577 quotes rates on grain and grain products from stations on the C. I. & L. Ry. to Boston, New York, Philadelphia, Baltimore, Buffalo, Pittsburgh and other points in the eastern states and Canada, effective Feb. 14.
- J. S. Brown, transportation manager, Chicago Board of Trade, in Bul. 331, states the rating in official classification territory on grain and grain products, less than carloads, will be increased from 5th to 4th class, effective Mar. 20.
- C. B. & Q. in Sup. 21 to 4000-B quotes rates on grain and grain products between stations in Iowa and Missouri and the cities of Chicago, Ill., St. Louis, Mo., St. Paul, Minneapolis, Winona, Minn., La Crosse, Wis., effective Mar. 10.
- C. G. W. in Sup. 8 to 33-B quotes rates on grain, grain products and flaxseed from Minneapolis. Minnesota Transfer, St. Paul, So. St. Paul, Minn., Council Bluffs, Ia., Omaha and So. Omaha, Neb., to Memphis, Tenn., and New Orleans, La., effective Feb. 10.
- C. G. W. in Sup. 9 to 31-B quotes rates on flax moss, tow and fibre from Chicago, Ill., St. Paul, Minn., Kansas City, St. Louis, Mo., and other stations in Ill., Ind., Ia., Mich., Minn. and Wis., to points in Ia., Kan., Minn., Mo., and Neb., effective Jan. 22.
- Grand Trunk in Sup. 2 to 309-B quotes rates on grain and grain products from its stations and connections; to stations in Ind. and Mich., Louisville, Ky., Chicago, Ill., Cincinnati, O., and other points; also from Toledo. O., and Detroit, Mich.; to Ill., Ind. and Mich. stations, effective Feb. 25.
- C. & E. I. in Sup. 22 to 622-B suspends tariffs on grain, grain products, corn cobs, broom corn and seeds from stations on the C. & E. I. Ry., to points in Ala., Ark., Conn., Del., D. C., Ill., Ind., Kan., Ky., La., Me., Md., Mass., Mich., Minn., Miss., Mo., N. H., N. J., N. Y., Ohio, Pa., R. I., Tenn., Vt., Va., W. Va., Wis., and points in Canada, until April 15.

- C. & G. W. in sup. 3 to 53-D cancels rates on grain and grain products from St. Joseph, Mo., Leavenworth, Kansas City, Kan., Kansas City, Mo., Council Bluffs, Ia., Omaha and South Omaha, Neb., to Newport News and Norfolk, Va., when for export, effective Mar.
- C. R. I. & P. in Sup. 5 to 29329-A quotes rates on grain, grain products and seeds from Armourdale, Atchison, Kan., Council Bluffs, Ia., Ft. Leavenworth, Kan., Kansas City, Mo., and So. Omaha, Neb., to stations in Ill., Ind., Ia., Minn., Mo., S. D., and Wis., effective Mar. 6.
- C. G. W. in Sup. 29 to 14481 quotes rates on grain, grain products and seeds in carloads from Kansas City, Leavenworth, Atchison, Kan., Kansas City, St. Joseph, Mo., Council Bluffs, Ia., Omaha, and So. Omaha, Neb., to stations east of the Illinois-Indiana state line, effective Feb. 10.
- C. R. l. & P. in Sup. 87 to 10389-C quotes rates on grain, grain products, flax and millet seed, cotton seed meal, cotton seed cake, and cotton seed hulls, from St. Louis and Hannibal, Mo., E. St. Louis, Quincy, Alton, Ill., to stations in Ill., Ia., Neb., Minn., Mo., and S. D., effective Mar. 6.
- C. & III. Midland quotes an export rate of 19.2c on grain from Auburn, Pawnee Jetn., Kincaid, Beechley, Taylorville, Cicily and Vollentine, III.; to Norfolk, Va., and Baltimore, Md.; 20.7c to Boston, Mass., and New York, N. Y., and 19.7c to Philadelphia, Pa., effective United States Feb. 3, Canada Feb. 25.
- C. R. I. & P. in Sup. 34 to 22000-C quotes rates on grain, grain products and seeds from Chicago, Peoria, Moline, Ill., Davenport, Clinton, Muscatine, Burlington, Keokuk, Ia., St. Paul, Minneapolis, Minnesota Transfer, Minn., to stations in Ill., Ia., Minn., S. D., Mo., and Kan., effective Mar. 6.
- A. T. & S. F. in 5755-A-2 quotes rates on grain and grain products from Kansas City, St. Joseph, Mo., Atchison, Argentine, Leavenworth, Turner, Kan., to Galveston, Texas City and Port Bolivar, Tex., when destined to Mexican Gulf ports, Central and South America, Porto Rico, Cuba and Jamaica, effective Feb. 10.
- C. & E. I. in Sup. 21 to 622-B quotes rates on grain and grain products, seeds, corn cobs and broom corn, from stations on the C. & E. I. Ry., to points in Ala., Ark., Conn., Del., D. C., Ill., Ind., Kan., Ky., La., Me., Md., Mass., Mich., Minn., Miss., Mo., N. H., N. J., N. Y., Ohio, Pa., R. I., Tenn., Vt., Va., W. Va., Wis., and Canadian points, effective Feb. 10.
- points, effective Feb. 10.

 N. Y. Cent. quotes a rate of 6.3c on wheat, 5.5c on corn, 5c on barley, 3.4c on oats and 5.8c on flax from Buffalo, N. Y.; to Albany, N. Y.; 8.4c on wheat and flax, 7.9c on corn, 8.1c on rye, 6.8c on barley and 4.7c on oats to Boston, Mass.; 8.7c on wheat and flax, 8.2c on corn, 8.4c on rye, 7.1c on barley and 4.9c on oats to Grafton, N. D.; 6.8c on wheat, 5.5c on corn and barley, 6.3c on rye, and 6c on flax to New York, N. Y.; and Philadelphia, Pa.; 4.2c on oats to New York, N. Y.; 3.95c on oats to Philadelphia, Pa.; and 8.9c on wheat and flaxseed, 8.4c on corn, 8.6c on rye, 7.3c on barley and 5.2c on oats to Rockland, effective Feb. 23.
- M. & St. L. quotes a proportional rate of 15% c on flax seed and 14% c on corn, oats, rye and barley from Minneapolis and St. Paul, Minn.; to Council Bluffs, Ia., Omaha and Nebraska City, Neb.; 16% c on wheat and flaxseed and 15% c on corn, oats, rye and barley to Shenandoah, Ia., Kansas City, St. Joseph, Mo., Atchison and Leavenworth, Kan.; and 21% c on flaxseed to Fredonia, Kan.; also a rate of 15% c on wheat, 16% c on millet and flaxseed and 14% c on corn, oats, rye and barley from Abingdon, Berwick, Eleanor, Keithsburg, Little York, Monmouth, Ogle, Phelps and Seaton, Ill., to Atchison, Leavenworth, Kan., Kansas City and St. Joseph, Mo.; 14c on wheat, 17% c on millet and flaxseed and 13c on corn, oats, rye and barley to Council Bluffs, Pacific Jetn., Ia., Nebraska City and Omaha, Neb.; 17.1c on wheat, 22% c on millet and flaxseed and 14% c on corn, oats, rye and barley to Sicux City, Ia.; and 18c on wheat, 22% c on

millet and flaxseed and 16c on corn, oats, rye and barley to Sioux Falls, S. D.; also a rate of 15½c on wheat, 17½c on millet and flaxseed and 14½c on corn, oats, rye and barley from Bartlett, Cramers, Eden, Farmington, Hermon, Hanna, London Mills, Middle Grove, Maxwell, Rapatee, Trivoli and Peoria, Ill., to Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan.; 14½c on wheat, 20c on millet and flaxseed and 13½c on corn, oats, rye and barley to Council Bluffs, Pacific Jotn., Ia., Omaha and Nebraska City, Neb.; 18c on wheat, 22½c on millet and flaxseed and 16½c on corn, oats, rye and barley to Sioux City, Ia.; and 18c on wheat, 22½c on millet and flaxseed and 17½c on corn, oats, rye and barley to Sioux Falls, S. D., effective Mar. 1.

Mechanical Handling on Pacific.

The Sperry Flour Co., operating a string of mills thruout California, has been handicapped in the past, together with other flour companies on the Pacific coast, by the absence of elevator facilities for handling bulk grain. Bags have been expensive and the cost of handling bagged grain has been excessive. To cut the handling cost the Sperry company has installed at its South Vallejo mills two marine legs with a capacity of unloading from vessels 360 tons per hour. One leg is movable and the other fixed.

The installation of this machinery was made possible by the arrangement in the north to handle wheat in bulk. As it can now leave the point of origin in that simpler form all signs point to the aban-



Marine Legs of Sperry Flour Co. at So. Vallejo, Cal.

donment of handling bagged grain along the coast, resulting in much economy to the milling and grain trades. Barley men are also seeking cargo room from western to Atlantic ports.

The machinery at South Vallejo has proved a big success in saving both time and money and bins have been added with a capacity of 3,000 tons. Mechanical handling is also being planned for the Union Mill, another Sperry property, at Stockton, Cal., but while the Vallejo installation is on the shore and provides for coasting steamers, the Stockton plant will handle wheat from barges operating between Vallejo and that city. The elevator itself will be on a barge.

The Fresno branch will also have a new elevator, the plant being under construction at this time. It will be served by the Santa Fe and Southern Pacific Rys., and will be completed in time to handle much of this season's wheat purchase. Now that a pioneer in the lower-handling-cost movement has appeared, others will rapidly follow and within a very short time it is believed all grain on the Pacific coast will be handled in bulk with mechanical devices.

The Hearings of the Interstate Commerce Com's'n in the western freight rate advance petition, scheduled for Feb. 15 at Chicago, have been postponed until Mar 4.

Supply Trade

CHICAGO CALLERS: P. D. Quanstrong, Genoa, Ill., Jas. M. Maguire, Campus, Ill.

MINNEAPOLIS, MINN.—Fire in the plant of the Security Envelope Co. did between \$4,000 and \$5,000 damage.

Good Advertising is virtually a product of the house it advertises. It serves the customers of that house.—W. D. Nesbit.

MILWAUKEE, WIS. — Allis-Chalmers Mfg. Co. have secured the exclusive U. S. sale rights of the Avery automatic scale.

The honest advertiser who permits his copy to associate with disreputable advertisements contributes to his own damage.

CEDAR RAPIDS, IA.—The Newell Construction Co. reports having made arrangements to sell the "Fish" grain grader.

OWENSBORO, KY.—The Anglo-American Mill Co. recently amended its charter, increasing its capitalization from \$200,000 to \$260,000.

Fr. Dodge, IA.—Earle R. Campbell, formerly with the Milwaukee Scale Co., is now representing the Howe Scale Co., with headquarters here.

MAROA, ILL.—Maroa Mfg. Co. have issued and are sending out a very attractive catalog, illustrated, descriptive of their Boss Air-Blast Car Loader.

SAGINAW, MICH.—A. T. Ferrell & Co. had orders for three of their larger size cleaners to be shipped to Holland, but when they demanded payment before shipping they heard no more of the buyer.

Wichita, Kans.—The Richardson Scale Co. recently added to its sales force H. R. Stauffer, who will assist in the selling of Richardson Automatic Scales and the Howe line of scales in the Wichita territory.

In collaboration with the "Buy it Now" movement, an "Advertise it Now" movement has been started to induce all manufacturers to place their products before the public, right now, through advertising.

DES MOINES, IA.—At a recent meeting of the Agricultural Publishers' Ass'n, a "Buy It Now" movement was launched, to prevail upon business men in all lines that now is the time to buy what will be needed in the future, thereby increasing the prosperity of the country—and making a better market for their products.

New York City.—Reports of a shortage in the supply of burlap from India, coupled with the fact that due to war conditions boats are coming by way of Cape Good Hope, the demand for burlap bags has kept up to records set shortly after the declaration of war. Delayed and seized cargoes have caused considerable worry among bag manufacturers.

CHICAGO, ILL.—The Ellis Drier Co. was allowed patent No. 1,127,974, covering 32 claims. The principal feature of the patent is a drier composed of a self-cleaning woven wire cloth supporting frame with a cooler placed directly below the drier by a return air and economizing section. The self-cleaning feature of the frame eliminates all movable slides and bulkheads.

Wichita, Kans.—The Richardson Scale Co. closed a deal with the Howe Scale Co., of Kansas City, whereby they will handle the line of Howe Scales. The Richardson Scale Co. will carry a complete stock of wagon scales, portable scales and dormant scales in Wichita, and will be in a position to give the grain dealers of Kansas, Oklahoma and Texas prompt attention on all scale orders.

WE COULD NOT get along without the Grain Dealers Journal.—Brandt & Gilliland, Van Wert, Ohio.

THE GRAIN DEALERS JOURNAL is a high class paper.—J. G. Ostdiek, mgr., Farmers Elvtr. Co., Madison, Neb.

A. T. Ferrell Celebrates.

A. T. Ferrell of A. T. Ferrell & Co., Saginaw, W. S., Mich., is celebrating the silver anniversary of his entrance into the manufacture of grain and seed cleaners, by moving into one of the handsomest residences in Saginaw. It occupies a northwest corner at the intersection of prominent streets, the lot being 150 ft. front by 300 ft. deep. The house, which is 88x42 ft., three stories, stands 90 ft. back from the street. It is built of rough red brick, with stone trim, and a green tile roof. It is of Colonial design thruout, being plain and livable. A wide hall thru the middle of the house affords easy communication with a large living room, a library, a dining room and a sun parlor. On the second floor are five bedrooms

On the second floor are five bedrooms with four bathrooms and a sewing room. The third floor is a ball room.

This magnificent residence is heated by the vacuum steam heating system, cleaned by a standard vacuum cleaner system and illuminated by electric lights of the latest design. Communication between all rooms is afforded by an intercommunicating telephone system.

It is gratifying to the many friends of Mr. Ferrell to know that he is now able to enjoy the fruits of long years of labor, in behalf of cleaner grain.

Detroit, Mich., Feb. 3.—Certain large operators have accumulated heavy holdings of beans, but we credit this more to foresight and a knowledge of conditions than to an organized effort to corner the market. Beans are worth statistically and intrinsically the prices they are bringing and would have reached present levels strictly on the merits of the supply and demand situation alone. The heaviest holdings we have heard credited to any so called manipulator is 200 cars and this amount would not be sufficient alone to have caused the advance. Information gathered at the recent bean meeting leads us to believe that there is not over 15 to 25% of the crop in farmers hands. Dealers are carrying larger stocks than usual.—H. C. Carson & Co.



A. T. Ferrell's Handsome Residence Just Completed at Saginaw, Mich.

Grain Exporters Meet at New York.

The American Export Grain Ass'n held its annual meeting at New York in the Produce Exchange Feb. 18. Julius Barnes, chairman of the com'ite on war problems, submitted the report of his com'ite, after which election of officers was held. Geo. S. Jackson of Baltimore, was re-elected president and the executive com'ite instructed to find a successor to the position of sec'y-treas., left vacant by the death of Frank E. Marshall.

by the death of Frank E. Marshall.

The executive com'ite was also instructed to draw up a new form of contract, or contracts, to meet the changed conditions of the past few months. Prior to the war American exporters were torced to submit to many unfavorable terms prescribed by the British purchasers, under the London Corn Trade Ass'n contract. The most important concession obtained was the 7-day draft instead of the old 60-day method of payment. But since the declaration of war sellers have absolutely refused deferred payments. A new form is now proposed, one which shall be just to both parties, but at the same time leave enough elasticity to meet abnormal conditions. Three separate forms have been recommended, f. o. b. sales at United States Atlantic ports, f. o. b. sales at Gulf ports, and f. o. b. sales at Canadian Atlantic ports.

The former concessions on the part of the American exporters were gained chiefly because they organized, and for the last two years, or since the organization of the North American Export Grain Ass'n, conditions have been gradually improved, and with the new form of contract in operation it is believed all griev-

ances will disappear.

Grain smut experiments have been carried on for 5 years by C. A. Zavitz of the Ontario Agr. Col. and Expt. Farm, and in Ann. Rpt. 39, 1913, he recommends treating the loose smut of oats and the stinking smut of wheat by a 20-minute immersion in ½ pint of formalin and 21 gal. of water.



Flour Mill in Connection with Elevator at Madison, Neb.

Export Embargo Not Needed.

The Dep't of Agriculture at Washington has issued a statement to the effect that an embargo on foodstuffs, to prevent a shortage, is unnecessary. A New York municipal com'ite recently proposed such embargo with the idea of driving down the price of bread and wheat, and in answer the Dep't shows in its statement that nearly 1,000,000 bus. of wheat could be exported daily until July 1 without endangering the supply. On that date a new crop will be available.

At present there remains in the country 147,000,000 bus. of wheat, or 40,000,000 bus. more than the nation's requirement for a full year. Despite these facts Sen. Hitchcock and others are agitating in favor of a measure which would place an embargo upon that grain. The Dep't of Agriculture, however, and grain men who are conversant with the real facts in the matter, scout the idea of a possible famine

Grain Dealers Journal is a very good trade paper.—King Grain & Feed Co., Montezuma, Ia.

SEC'Y OF COMMERCE Redfield recently appeared before the Senate Appropriations Com'ite in behalf of an appropriation for an agricultural census, which the Com'ite allowed. He said it was to check up the errors in the estimates of grain crops. "On the corn crop," he said, "at one time the net error was twelve million acres and at another time ten million acres. At another time it was eight million acres in wheat." He filed with the com'ite figures showing these errors in crop estimates in details and in proportions by States on corn, wheat and oats. The following endorsement of the census was given in a letter by Sec'y of Agriculture Houston: The necessity for taking an agricultural census in 1915 is especially urgent because of the fact that unprecedented changes in the acreages sown to different crops will probably take place during the coming season because of the abnormal marketing conditions resulting from the war in Europe. It is already apparent that the largest acreage of winter wheat in the history of this country has been sown. If the war continues the acreage sown to spring wheat next season will probably be larger than for many years. The acreage already sown to winter oats and cover crops in the South is believed to be larger than ever before.—P.

Flour Mill Adapted to Grain Elevator.

Enterprising grain dealers at many points are putting in the complete and self-contained flour milling plant known as the Midget Marvel Mill

as the Midget Marvel Mill.

The Midget Marvel Mill is a reduction to the smallest capacity and the simplest construction compatible with turning out a high-grade flour that will compete in the markets with the output of the biggest mills. The designers of the Midget have sought to correspondingly reduce the power and labor cost of operation.

sought to correspondingly reduce the power and labor cost of operation.

In the engraving is shown the Midget Marvel Mill installed at Madison, Neb., for the Hume, Roberts & Wyckoff Co., by the Anglo-American Mill Co., builders of the Marvel. This plant has a capacity of 25 barrels per day, and the elevator in connection with it has a capacity of 30,000 bus. J. B. Pierce manages the business, but the elevator is owned by Mr. Hume of Madison.

Grain Men Throwing Dollars Away

Says Texas Grain Firm

The Easton Grain Company, of San Angelo, Texas, write that any grain dealer who is not operating a "Midget" Marvel roller mill is literally throwing away dollars and cents. In a letter to the manufacturers of this mill, The Anglo-American Mill Company, of Owensboro, Kentucky, they say: "We can honestly thank you for being instrumental in persuading us to install one of these Marvel mills. We want to

Marvel mills. We want to say to you that if we had not been having success you

would have heard from us long ago. We are grinding three kinds of flour from different wheat—a strictly soft wheat flour, a strictly hard wheat flour for bakers, and a blended soft and hard wheat. We have our mill speeded up so that we can easily get 30 barrels a day, and as to cleanup our offal shows considerably less flour than many of the old style mills. We would like to tell you more about it but time will not permit. In closing will say that we believe any elevator man is throwing away dollars and cents by by not having one of these mills installed in his plant, no matter what kind of a country he is in. We honestly believe that the time is coming, and not so very far distant, when the large mills in the wheat belts will be a thing of the past."

Here is why they say that you are throwing dollars away. They, and you too, can figure a dollar a barrel profit on all the flour they can make. A 25 barrel mill will then make \$25.00 per 24 hours, or \$7500.00 a year on an investment of three to four thousand dollars. We are making this estimate assuming that you use your surplus power and connect up the mill building with your grain elevator. The 50 barrel mill works out even better, because it means \$50.00 a day, or \$15000.00 a year (figuring full night and day run) on an investment of five to six thousand dollars. These are conservative figures, too.

It isn't "Get-rich-quick". We don't mean that. It requires the man and the location to realize these profits, but it is being done by others. Some of them in your own State—why not you?

Write us today for "The Story of a Wonderful Flour Mill". Send us the market quotations made in your town on wheat, flour and feed. Let us tell you in detail what you might hope to make on

either a 25 or 50 barrel mill. Let us show you how you can turn your waste power and labor into profits. Give us a chance to put facts before you and we will be satisfied and you convinced.



Anglo-American Mill Co., Inc. 435 Fourth St., - Owensboro. Ky.

Supreme Court Decisions

Allowance of Attorney's Fee.—The provisions of section 7107 of the General Statutes of 1909, allowing an attorney's fee upon the prosecution of claims for damages against a railway company for shortage on shipments of grain, seed, or hay, are not obnoxious to the federal regulations of interstate commerce.—Harold v. Atchison, Topeka & Santa Fe Ry. Co. Supreme Court of Kansas. 144 Pac. 823.

Delivery.—Mere delivery of cars of freight at the consignee's tracks is not a "delivery" of the shipment to the consignee, for he has a right to inspect the property, to see whether the carrier has performed its duties, and, if the property has been damaged by delay, to reject it; hence, where a carrier negligently delayed shipment of alfalfa meal, and the consignee refused to accept it, the fact that cars filled the consignee's tracks does not excuse the carrier's failure to promptly deliver other shipments.—Berger-Crittenden Co. v. C., M. & St. P. Ry. Co. Supreme Court of Wisconsin. 150 N. W. 496.

Sale of Seed in Bulk.—A sale of a quantity of cotton seed out of a certain mass of seed contained in a house on a plantation, is not the sale of an article susceptible of being conveniently examined and inspected. Where, in such a case the vendor knew at the time of the sale that 50 per cent. of the seed were rotten, but concealed the fact from the purchaser, and made certain statements which induced the latter to buy the seed for a sound price without previous inspection, held, that the transaction was fraudulent, despite invitations to the purchaser to inspect the seed.—Hossier Realty Co. v. Caddo Cotton Oil Co. Supreme Court of Louisiana. 67 South.

Employer Liable for Unguarded Machinery.—Where a corn mill choked in operation, to relieve the choking, the miller, after failing to remove the cause by taking out the product below the rollers, opened a door above them, and proceeded to rake out the corn or product with his hands about ten inches above the grinding rollers. In doing this work, his foot slipped, and he was thereby thrown off his balance, and his hand went down upon and was crushed between the rollers. It is held that the question whether the defendant was guilty of contributory negligence, so as to defeat his action, based on the absence of safeguards required by the statute, was one of fact to be determined upon the evidence.—Baillod v. Nelson Grain Co. Supreme Court of Kansas. 145 Pac. 895.

Delivery without Surrender of B/L.—
Under Act of May 23, 1907 (Laws 1907, p. 861), providing that if the shipper or consignee shall execute bond conditioned that he will within a reasonable time deliver to the carrier the original B/L, or pay the value of the goods, and that the carrier may then deliver the goods without demanding the surrender of the original B/L, as required by Kirby's Digest, §\$ 530, 531, the words "shipper" and "consignee" are used not as words of exclusion but as words of inclusion and complements of each other, and were intended to include all parties to a transportation contract, the word "consignee" not being synonymous with "owner" but meaning the person who, under circumstances in which he might be entitled to the delivery of the goods, represents that he is so entitled, tenders a bond in the statutory form, and requests delivery; and a bond given for the delivery of goods, consigned to the order of the shipper with directions to notify the obligor of the bond, is a valid statutory bond.—St. L., I. M. & S. Ry. Co. v. Bankers' Surety Co. Supreme Court of Arkansas. 172 S. W. 266.

Transfer of Title.—Where personalty is in a condition to be delivered by the seller to the buyer, but it has to be weighed, measured, tested, or some other act done by him to ascertain the price, the title does not pass to the buyer until those things are done.—Frazier v. Owensboro S. & B. Co. Court of Appeals of Kentucky. 172 S. W. 652.

State Courts Have Jurisdiction of Loss in Transit Suits.—An interstate shipper may under the federal law prior to Carmack amendment sue the terminal carrier for loss in transit occurring on its line. Interstate Commerce Act Feb. 4, 1887, c. 104, § 9, 24, Stat. 382 (U. S. Comp. St. 1913, § 8573), limiting jurisdiction to federal courts, relates to actions for violations of the act. and does not refer to actions under the Carmack amendment, against an initial carrier for damages, or to actions for damages not under the Carmack amendment, and an action against a terminal Interstate carrier for a loss to freight occurring on its line may be brought in a state court. State courts have jurisdiction to enforce federal laws unless directly or by necessary implication withheld.—Bichlmeier v. Minneapolis, St. P. & S. S. M. Ry. Co. Supreme Court of Wisconsin. 150 N. W. 508.

N. W. 508.

Delivery without Surrender of B/L.—Act May 23, 1907 (Laws 1907, p. 861), authorizing a "shipper" or "consignee" to execute to the carrier a bond conditioned that the "shipper" or "consignee" shall deliver to the carrier the original B/L, etc., and authorizing the carrier, on delivery of the bond, to deliver the goods to the shipper or consignee, without requiring surrender of the B/L, embraces all persons with whom a carrier deals in the receipt and delivery of goods transported by it; and where a consignor of freight consigned to itself, with direction to notify a milling company, notified the carrier that the shipment was intended for an elevator company, and authorized a substitution of that company for the milling company, and the carrier in good faith made delivery to the clevator company, the delivery was within a bond given by the elevator company, it being a "consignee," within the statute though it subsequently developed that the elevator company was not legally entitled to delivery.—C., R. I. & P. Ry. Co. v. Title Guaranty & Surrety Co. Supreme Court of Arkansas. 172 S. W. 263.

WE FIND the Grain Dealers Journal very helpful, especially for information on crop reports and general conditions thruout the grain belt.—Lawless & Lawless, Beresford, S. D.

Grain and Coal Elevator.

At Albert Lea, Minn., the Speltz Grain & Coal Co. does a large business locally in grain, coal and feed, at the well equipped plant shown in the engraving.

The coal elevator and the grain elevator are separate buildings of about the same size. The grain elevator has all conveniences for a wholesale and retail grain and seed business. It is equipped with electric motor power, automatic scale, roller mill and cob corn crusher and grinder. The motor is installed in a dust proof room.

The construction of the basement of the grain elevator is very solid, the floor being made of cement concrete 18 inches thick, reinforced with a layer of heavy steel rods, which prevent the cracking of the floor by settling. The cement piers supporting the superstructure are built up on this concrete floor to the height of 5 ft. This makes the boot and all machinery in the basement easily accessible, and as there is no chance for accumulation of dust, lessens the chances of fire originating in the basement. Needless to say no rats are harbored there.

Unloading Constitutes Acceptance.

The Arbitration Com'ite of the Grain Dealers National Ass'n, composed of E. M. Combs, L. W. Gifford and Elmer Flutchinson, in the claim by E. L. Stanley Co., Columbus, Ga., against Quinn-Shepherdson Co., Minneapolis, Minn., for an allowance of 5 cents per bushel on account of excessive quantity of barley in a carload of oats purchased, held that it was the intent of both parties that the oats should not contain over 5 per cent of barley; but that "if plaintiffs found on starting to unload the oats they were not according to contract, and they did not care to accept them on contract, it was their duty to file their complaint and have the matter adjusted then and there. We also believe that plaintiffs having paid for and unloaded the oats into their warehouse without objection or complaint, constituted a complete acceptance of them. We therefore rule that E. L. Stanley Co. have no claim against Quinn-Shepherdson Co. and that E. L. Stanley Co. pay the cost of this arbitration."

THE GRAIN DEALERS JOURNAL is a great help to me, and I read it from cover to cover. The editorial section is of especial interest.—H. E. Combs, agt. G. W. Carter, Clearmont, Mo.

Corn is congested on track at both Chicago and Kansas City, which added to the visible gives us twice as much corn in sight as at this time last year. There is also in country elevators in Illinois, Iowa. Nebraska and South Dakota a large quantity of corn on storage to farmers, who are holding for higher prices. This is winter shelled corn and must move within the next few weeks. From this holding will undoubtedly come a large share of the primary movement for the next few weeks. The wide scope of the foot and mouth quarantine and the near approach of spring will undoubtedly release considerably more corn from the farms than the trade realize. The problem of the trade is to find an outlet for both the forty millions and over in the visible and the abnormally large country elevator stocks. It is a foregone conclusion that domestic demand cannot, under normal conditions, absorb over half of the present visible, and the East and South financially are at present distinctly subnormal. Export demand, therefore, must take the balance that domestic trade will not. Unless this export demand arises and continues in large daily volume, it is apparent that burdensome stocks will prove a millstone about the neck of future prices and may cause their complete downfall.—W. H. Perrine & Co.



Grain and Coal Elevator at Albert Lea,

Feedstuffs

Wider use of corn as a substitute for rice in the Philippines is related by J. F. Boomer in Daily Cons. and Trade Repts., U. S., 17, 1914.

J. L. MARSHALL, formerly with R. H. Menifee & Co., has opened an office in Louisville, Ky., for the handling of feed, grain and flour.—S.

STEVENS MILLING & FEED Co., Lacona, N. Y., has been incorporated with a capital stock of \$15,000 by Ralph J. Stevens, Ward Stevens, and Floyd H. Stevens.

KAFIR CORN as a feed for stock and hogs is reported on in Kan. Sta. Bull. 198, 1914, by G. K. Helder, who conducted a number of 100-day experiments at the Fort Hays substation.

KANSAS CITY, Mo.—C. M. Woodward of the Western Grain Co. reports business the best in twelve months. He says that prospects are very encouraging for the spring feed trade.

Sodium Chlorid in feeds is determined by A. Strigel by a method given in Landw. Vers. Stat., 82, 1913. Salt is added to linseed to aid in extracting the oil and is again added to the meal after extraction in case of mold.

THE ALLEN BAKER COM'S'N Co., St. Louis, Mo., has been fined \$25 and costs by the District Court of the U. S., for alleged adulterattion and misbranding of stock feed shipped from Illinois into state of Indiana.

LOUISVILLE, Ky.—Poultry feed is moving freely and we are preparing for a big spring trade. Business is better, althomoney is still tight and we are selling in smaller lots than formerly.—The Ritter-Hennings Co.—S.

The Chesapeake Shell Co., Baltimore, Md., will rebuild its feed plant burned recently with a loss of \$100,000. New crushers, elevator machinery, and conveyors will be installed. G. G. M. France is manager.—S.

SEIZURE AND CONDEMNATION of 5 or more bags of bran has been ordered by the government at Glencoe, Ky., alleging that the product does not conform with the Pure Food and Drugs Act. The bran was shipped into the state of Kentucky from Ohio.

Springfield Milling Co., Springfield, Minn., entered a plea of guilty in the district court to an information suit alleging misbranding and adulteration, obtaining a fine of \$15. It was stated that screenings had been mixed with bran, its strength thereby being reduced.

The government has released 200 bags of bran, seized at Parkersburg, W. Va. Adulteration and misbranding was alleged, and upon payment of \$500 by the skipper, the Northwestern Elevator & Mill Co., Mt. Vernon, O., the product was removed from the custody of the government with the understanding that it be relabeled.

THE PHELPS feedingstuffs law has been recommended for passage by the Com'ite on Commerce and Labor of the Missouri state Senate. The Com'ite was impressed with the merits of the Phelps bill as opposed to the Shannon bill, the latter providing for a tonnage tax of 10c per ton while no revenue features are included in the Phelps bill.

Memphis, Tenn.—Walter White is now connected with the sales dept. of the Edgar-Morgan Co. and will travel Mississippi for the company, selling mixed feeds.

Montana Experiment Station investigating the feeding of smutty oat hay to live stock, reports that 12 cows died at Roseman recently 18 hours after eating of the substance. The field, seen to be badly smutted, was cut before ripe, and the oats stored for hay.

Feedstuffs Movement in January

Receipts and shipments of feedstuffs at the various markets during January, 1915, compared with January, 1914, were as follows:

R	eceipts.	Ships	nents.
1915.	1914.	1915.	1914.
St. Louis (sacks) .104,43	0 59,860	85,770	329,200
Kansas City (tons) 2,94 Chicago	0 960	13,660	11,060
(lbs.) Minneapolis	. 29,735,000	64,842,000	53,488,000
(tons) 7,71 San Francisco	0 6,189	62,475	55,638
(tons) 1,29 Milwaukee	0		******
(tons) 15,02	2 16,540	22,248	20,455

Exports of Feedingstuffs.

Exports of feedingstuffs during December 1914, compared with December, 1913, and for the year 1914 compared with the year 1913, according to the report of the United States Buro of Statistics were in tons, as follows:

Dec	cember,	Year.		
1914.	1913.	1914.	1913.	
Bran and				
mid 1,438	192	5,198	4,596	
Dr. grns. &	F 004	00.000	00.001	
mlt. spts. 65		29,228	80,631	
Mill f'ds 3,870			144,297	
	AND OIL C			
Corn 1,386,159	4,951,256	59,076,805	73,979,317	
Cottonseed				
	104,165,710	380,381,761	1,005,077,200	
Linseed				
69,028,203	74,091,759	509,415,386	869,752,194	
All other				
140,200	165,743	11,211,008	2,395,292	

Crop Improvement.

FRANK G. COE of the Corn Products Co., Chicago, has been appointed Chairman of the Crop Improvement Com'ite, Council of Grain Exchanges.

The Farmers' Short Course at Louisiana State University was made up of two conventions, in one of which the Louisiana Corn Growers' Ass'n held its convention recently at Baton Rouge, La.

Instructions on the selection of seed corn, preparation for planting, and cultivation, are given in Ala. Col. State Circ. 24, 1913, by L. N. Duncan and J. B. Hordy. The instructions are especially intended for boy members of corn clubs.

A SEED TESTER for grain other than corn is being sent to interested persons by the Crop Improvement Com'ite of Chicago. The tester is printed on blotter stock and contains instructions and a certificate to be filled out after the test is completed.

TREATMENT of oats and wheat for smut is being taken up extensively by the Crop Improvement Com'ite, Chicago, and in the state of Iowa 50 lectures will be given soon in every county. Voluntary com'ites are doing the work, under the direction of the Chicago office. The formaldehyde treatment is being taught, and is especially recommended in the case of seed oats.



are used everywhere, and are more extensively used than all other makes, combined.

There are reasons for this.

The Hess Drier is simple in construction and operation. Every bushel of grain in it is visible and "get-at-able" while drying and cooling.

The Hess Drier is economical It requires far less power than others.

The Hess Drier is efficient beyond comparison with other driers.

It will dry the softest of mushy salvage grain at a high temperature, or it will dry any grain or seed at any desired temperature down to that of the atmosphere.

It grea ly improves all grain by removing odors and mustiness—blows out fungus and mold, improves germination and brightens and purifies the grain.

It is used extensively by seed dealers—also by the Government Seed Laboratory at Washington.

The Hess Drier is easily regulated and is perfectly adapted to drying everything granular, from timothy seed up to Hickory Nuts at any temperature, for any length of time.

No Wire Mesh in the Hess Drier, nor perforated metal—nor concealed air passages, nor dust pockets.

The whole thing is open as daylight, self cleaning, and every part accessible.

More information for the asking.

Hess Warming & Ventilating Company

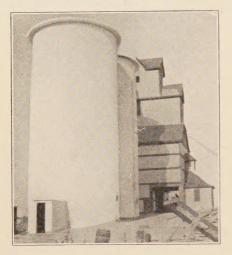
907 Tacoma Bldg., Chicago, Ill.

Also Moisture Testers—Corn Sieves— Percentage Scales, etc.

New Concrete Storage at Alton.

The advantage of concrete bins for supplementary storage at country stations is realized to a fuller extent each year, with the result that country dealers get safer storage at a reduced insurance cost.

F. W. Gaunt of Alton, Kan., solved the problem by building two concrete storage tanks adjacent to his wood elevator and all are connected by screw conveyors, one in a gallery above to deliver grain to the tanks, and the other in a tunnel below to



Elevator of F. W. Gaunt, Alton, Kan.

take grain from tanks to boot of elevator.

Each of the concrete bins is 23 feet in diameter and 66 feet high, the two tanks giving additional storage for 50,000 bushels. The floor of the tanks is flat, but man holes are provided to admit a man with shovel. The roof is of concrete slab with a thick coating of tar and gravel to withstand the elements.

gravel to withstand the elements.

In filling the tanks the leg in the old house hoists the grain to the cupola whence it is carried by the screw conveyor to the tank desired. When grain from one of the tanks is wanted it is dropped to the conveyor in the tunnel below. The reinforced tanks were constructed by the Lehrack Eng. & Const. Co.

THE GRAIN DEALERS JOURNAL is splendid on all subjects relative to grain or milling.—Anderson & Brown, Plainfield, Ind.

I NEVER NEGLECT reading the Grain Dealers Journal, and enjoy it very much.—F. M. Ward, mgr., Farmers Elevator Co., Craig, Mo.

In the Discussion on the ship bill in the Senate it was stated that Collector Billings at Boston said the grain elevators were filled with grain and cars of grain were on the sidetracks unable to be unloaded. The collector at Philadelphia said the grain elevators there were full. The collector at Galveston reported that wheat on hand in cars was reduced from 2,300 cars ten days ago to 1,523. The New Orleans collector reported a great grain congestion. There were three million bushels of grain in the elevators and 4,000 cars on the tracks waiting elevator room. The New York collector reported unusual congestion of grain, the stock on hand being triple that under normal conditions. Senator Poindexter questioned the advisability of government ships carrying grain under the present war conditions.—P.

Books Received

WISCONSIN GRAIN statistics for the years 1912 and 1913 are given in the annual report of the Wisconsin State Board of Agriculture, compiled by J. C. MacKenzie, Sec'y, Madison, Wis.

TOVEY'S 1915 BREWERS' AND MALT-STERS' DIRECTORY, covers the United States, Canada and all of the South American countries. The directory is of handy "vest pocket" size, cloth bound, and may be obtained from the Brewers' Journal, New York City.

STATISTICAL ABSTRACT of the United States for 1913 contains complete data on the merchant marine and shipping, foreign commerce, the commerce of non-continguous territory, together with financial and commercial statistics of the principal countries of the world. Government Printing Office, Washington, D. C. Price 50c.

RED BOOK for 1914 gives statistics on the crop, imports, exports, etc., of the principal countries for the last 6 years classified under various headings to make it easily available. A complete description of how trading is conducted on the Board of Trade is also included. It is invaluable to the grain dealer for ready office reference. Howard, Bartels & Co., Chicago.

MISSOURI CROP REVIEW for 1914 contains diagrams showing the average yield per acre of all important crops, tables giving acreage, average yield per acre, and the total production by counties, of corn, wheat, oats and hay. The booklet also quotes farm rules for measuring corn, manner of testing, and rules for measuring hay in ricks or stacks. Bul. No. 1, Vol. 13, Mo. State Board of Agriculture, Columbia, Mo.

GOVERNMENT CROP REPORTS, their scope and method, and the bases of obtaining estimates is reported in booklet form by the Dep't of Agriculture. A table showing the accuracy of the Dep't's estimates on grain in the last 3 years is published, the greatest variance being on oats in 1912 when the September estimate was 34.1% compared with the final estimate of 37.4%. The booklet is called Circular 17, Revised, and copies may be had by addressing the Dep't of Agriculture, Washington, D. C.

What it costs to store goods, what it costs to store goods, what it costs to store goods, what it costs to sell goods, and how to meet higher costs, are some of the subjects covered in the book, Keeping Up with Rising Costs. Figures which are used in arriving at conclusions were obtained from 1,500 different sources in all lines of business. The matter of keeping down miscellaneous expense is given an excellent chapter, one sentence of which is: "Harriman saved stray paper clips; Wanamaker made scratch paper from old envelopes." The book also presents the policies which have been the keys to success of some of the most prosperous concerns. A. W. Shaw Co., Chicago.

BOOK OF GRAIN RATES.—All rates on grain from stations in Iowa, Minnesota, Missouri, and South and North Dakota to Chicago, Milwaukee, Minneapolis, Omaha, Duluth, St. Louis and Kansas City, covering 4,000 stations, alphabetically arranged, embracing 40 railroads, showing rates to the different markets in competition with each other as well as minimum weights, have just been published by the Chicago Board of Trade in the "West of Mississippi River Book of Grain Rates." The rates quoted are those now effective and all changes will be sent to subscribers in the form of supplements from time to time free of charge. For each destination the lowest rate has been checked in, showing via what point the low rate is obtainable. This book is a condensation of 200 tariffs, and enables the grain dealer to throw away all his railroad tariffs. For the territory east the Board of

Trade issues a similar book. Both are invaluable to brokers in this territory. Published in regular tariff size, 8x11 ins. on good paper; flexible cloth cover. J. S. Brown, mgr. Transportation Dept., Board of Trade, Chicago. Price \$5.

I COULD NOT get along without the Grain Dealers Journal.—Roy Potter, Roy Potter Grain Co., Patterson, Ia.

I would not try to get along without the Grain Dealers Journal.—S. L. Rice, mgr., Metamora Elvtr Co., Metamora, O.

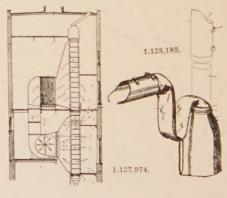
THE GRAIN DEALERS JOURNAL looks good to me out here in this new Canadian country.—T. H. Kavanagh, agt., Alberta-Pacific Grain Co., Ponteix, Sask.

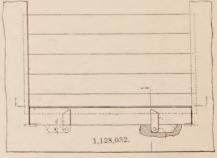
Patents Granted

Grain Scoop. No. 1,128,183. (See cut.) Frank L. Petrie, Redwood, N. Y. Attached to the tubular scoop is a flexible duct having a hoop externally engaging the bag-supporting band.

Grain Door. No. 1,128,032. (See cut.) Wm. B. Nicoll, Ft. William, Ont. Lying flat on the door sill is a plate pivoted to rise to vertical position. In the vertical position the plate keeps the door from bulging out. In the flat position it protects the door sill. The two dogs holding the plate in vertical position drop into pockets in the floor when the plate is in sill shielding position.

Grain Drier. No. 1,127,974. (See cut.) Hubert C. Ellis, Chicago, Ill., assignor to Ellis Drier & Elevator Co., Chicago. Flue structures between a series of grain shafts divide the spaces between the shafts into a vertical series of transverse flues having vertically extending walls to close one side of a flue and inclined bottom walls for directing material passing into the flue back into the grain shaft. The alternating inclined bottom walls of the flues are disposed to discharge the material into the grain shafts at the opposite sides of the grain structure respectively.





Insurance Notes.

HOUSE BILL 478, introduced into the Minnesota legislature by Rep. Lydiard, relates to the policies of fire insurance.

House Bill 570 by Sanborn has been introduced into the Minnesota House of Representatives to amend the workmen's compensation act.

House Bill 506 by Devold, has been introduced into the Minnesota state legislature and seeks to amend laws relating to incorporation and regulation of em-ployers' mutual liability insurance ass'ns.

Senate Bill 386 introduced into the Minnesota State Senate by G. M. Peterson, provides for the amendment of insurance laws so that co-operative life or casualty companies shall create reserve

Senate Bill 368, introduced in the Minnesota State Senate by Senator Lende, would permit insurance companies to insert a clause in their policies requiring persons to apply insurance money to the rebuilding of burned properties.

REP. A. M. KEENE of Bourbon County has introduced a bill into the Kansas House of Representatives which would compel insurance companies doing business in Kansas to invest 75% of their Kansas reserve in Kansas securities. Much opposition is expected from insurance and loan companies ance and loan companies.

SENATE BILL 302, introduced in the Minnesota State Senate by Senator Pauly, seeks revision of the employers' liability

HOUSE BILL 475 by Sawyer, has been introduced into the Minnesota legislature seeking to regulate all insurance companies of that state.

The compromise employers liability bill has been introduced in the Minnesota state senate by Sen, J. W. Pauly. The bill was framed at a conference of the employers' ass'n and representatives of state labor organizations.

Judgment in favor of Edward G. Baillod, injured while operating a corn mill at Kansas City, Mo., for the Nelson Grain Co., was affirmed Jan. 9, 1915, by the Supreme Court of Kansas, on appeal from the district court of Wyandotte County. The machine in which he was injured was a single stand Barnard & Leas Double Roller Mill having a door on top thru which Baillod reached 8 or 10 times with both hands to remove the corn which had choked the mill. His foot slipped, throwing him off his balance. His hand fell in between the rolls and was cut off between the elbow and the wrist. Testimony was introduced at the trial that the injury would have been prevented by placing hopper boards or screens over the rolls inside the machine so that the corn could be scraped out by the hands without danger of injury. JUDGMENT in favor of Edward G. Bail-

Other stands of rolls in the same building, of the same make, were fitted with the hopper boards. The decision was against defendant on account of the absence of guards, as provided by Missouri Statutes 1909, Sec. 7828.

Fire has destroyed a group of grain elevators at Rosario, according to dispatches from Buenos Ayres.

MILWAUKEE received 596 cars of grain on Jan. 18, one of the heaviest day's receipts on record. Of the total, 356 cars were corn.

THE CHILEAN WHEAT crop is estimated by the International Institute of Rome as 22,800,000 bus.; compared with 12,000,-000 last year.

THE PORTUGUESE government has authorized the importation of 3,674,000 bus. of wheat before July 31 for Continental Portugal and the Azores Islands.

THE EXHIBIT of the Dep't of Agriculture now en route to the San Francisco Exposition includes grain samples from the Plant Industry Buro from which visitors may study grain standardization.—

A RURAL CREDIT system for the state of Nebraska was recommended by Lieut.-Gov. Pearson in his address to the State Senate in January as an aid in assisting more farmers to own their land, eliminating as far as possible the renter.

The buckwheat acreage of Illinois for 1914 was only 1,077, the smallest in 40 years. In 1878 16,060 acres were sown to years. In 1878 16,060 acres were sown to buckwheat, this being the largest acreage ever recorded. The average yield per acre at that time however, was only 9 bus., while in 1914 the yield had increased to 18.

REPRESENTATIVE BOYD has introduced a bill into the Minnesota House seeking to compel telegraph companies to inform senders within a reasonable time if a message has not been delivered. The bill is known as H. F. 327 and its enactment would be a benefit to the entire grain trade.

INCORPORATED 1877

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JAT A. KING, President GEO. A. WELLS, Secretary

Write for Imformation
Regarding Short Term Grain Insurance

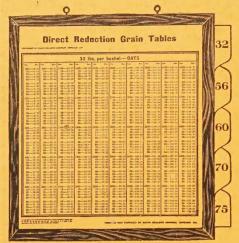
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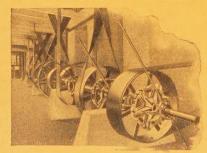
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